NORTH CAROLINA
Rate Bureau

February 3, 2023

Honorable Mike Causey
Commissioner of Insurance
North Carolina Department of Insurance
Raleigh, North Carolina

Re: Revision of Automobile Insurance Rates -
Private Passenger Cars and Motorcycles

Dear Commissioner Causey:

Enclosed herewith for filing on behalf of the member companies of the North Carolina Rate Bureau, with respect to vehicles subject to the jurisdiction of the Rate Bureau, are (1) revised premium rates for bodily injury and property damage liability, medical payments, uninsured and underinsured motorists, and physical damage insurance for non-fleet private passenger automobiles; (2) revised premium rates for liability insurance for motorcycles; (3) revised deductible relativities; (4) the periodic review of the filed classification rates required by G.S. 58-36-10; (5) the periodic review of the territories for nonfleet private passenger motor vehicle insurance required by G.S. 58-36-10; (6) revised premium rates for extended transportation coverages; (7) introduction of the Index Stability Factor rule; and (8) miscellaneous rule changes.

The enclosed memoranda and exhibits set forth and explain the calculations which indicate an overall statewide rate need of +22.6% for non-fleet private passenger automobile insurance as follows: (1) a statewide average liability insurance rate level increase of 21.9% for non-fleet private passenger automobiles ,(2) a statewide average physical damage insurance rate level increase of 23.4% for non-fleet private passenger automobiles, and (3) a statewide average liability insurance rate level change of -9.0% for motorcycles.

The foregoing changes were calculated based on rates currently in force and reflect consideration, duly given, to data for the experience period set forth herein. Ratios in the filing relating to expense experience were developed from special calls issued by the Rate Bureau. In preparing this filing, due consideration has been given to the factors specified in G.S. 58-36-10(2). Information and statistical data required pursuant to G.S. 58-36-15 and 11 NCAC 10.1104 are shown and referenced in Exhibit RB-2. Additionally, the pre-filed testimony of (a) Joanna Biliouris, General Manager - North Carolina Rate Bureau; (b) Paul Ericksen, Insurance Services Office, Inc.; (c) Paul Anderson, Milliman; and (d) Dr. George Zanjani, University of Alabama are submitted herewith.

The revised rules and rates are to become effective October 1, 2025 in accordance with the following Rule of Application:

> These changes are applicable to all policies becoming effective on or after October 1, 2025. No policy effective prior to October 1, 2025 shall be endorsed or cancelled and rewritten to take advantage of or to avoid the application of these changes except at the request of the insured and at the customary short rate charges as of the date of such request, but in no event prior to October 1, 2025.

Sincerely,

Joanna Biliouris

General Manager

JB:ko
Enclosures
2/3/2025

NORTH CAROLINA
Rate Bureau

March 6, 2025

Honorable Mike Causey
Commissioner of Insurance
North Carolina Department of Insurance
Raleigh, North Carolina

Re: 2025 Private Passenger Automobile Insurance Rate Filing

Dear Commissioner Causey:

The Rate Bureau submitted its 2025 Private Passenger Automobile Insurance Rate Filing on Monday, February 3, 2025 (the "Filing"). Since that time, the Department of Insurance has provided the Rate Bureau several questions and comments on the Filing, and we have continued our own review of various aspects of the Filing. As a result, we are submitting herewith various amendments to certain pages in the Filing, along with a summary explanation of these amendments.

There are several different amendments to Filing pages, as described in the attached summary explanation. Generally, the amendments are minor and have minimal impact on the Auto Grand Total indicated rate level change and little or no impact on the filed rates in the original Filing. The revisions to the Underinsured Motorists (UIM) analyses and calculations are due to the UIM law change becoming effective July 1, 2025, and those revisions cause changes which increase the Auto Grand Total indicated rate level change in the Filing from 22.6% to 23.0%. Even so, these UIM changes do not cause any changes to the filed rates.

We have attached two sets of the amended filing pages. In one of those sets, all of the changes from the original filing have been highlighted for your ease of reference. The other set is clean, and we request that these clean pages be inserted into the Filing in place of the corresponding pages.

Sincerely,

Joanna Biliouris

General Manager

JB:ko
Enclosures

SUMMARY OF AMENDMENTS TO 2025 PRIVATE PASSENGER AUTO RATE FILING
Submitted March 6, 2025

Exhibit RB-1

Page A-1 Reflects a revision to the Bodily Injury (BI) indicated rate level change related to a correction to the distribution of the statewide indicated base class rate to the territories. Some of the revised territory base rates changed as a result of the corrected distribution, with the result that the overall BI indication increased from +13.0% to +13.1%. The change to the BI indication does not cause any changes to the Liability Total or Grand Total rate level changes.

Reflects adjustment to the Underinsured Motorists (UIM) premium weight and indicated rate level change, both of which are related to the UIM law change becoming effective 7/1/2025 (significant increase in amount of coverage plus the coverage will be purchased by more drivers because it will be mandatory on all private passenger auto policies). Note: The increased premium weight for UIM causes the Liability Total and Grand Total rate level changes to be slightly higher, but none of the filed rates changed as a result of these amendments.

Reflects a corresponding adjustment to the Motorcycle (MC) premium weight and a change to the indicated motorcycle rate level from -9.0% to -9.1%. Note: These amendments do not cause any MC premium changes as compared to those in the original filing.

Page A-2 Reflects a corrected distribution of the statewide indicated base rates to the territories for Bodily Injury (BI) and Property Damage (PD). As a result, some of the indicated changes by territory for these coverages have changed (some upward and some downward) from the original filing. For BI, the resulting statewide indication increases from +13.0% to +13.1%. For PD, the resulting statewide indication is unchanged from the original filing.

Page B-1 Reflects the corrected distribution of the statewide indicated base rates to the territories for BI and PD. As a result, some of the filed rates by territory for these coverages have changed (some upward and some downward) from the original filing.

Page C-1 Reflects the revised effective total limits change for BI in line (30).

Pages C-13-15

Reflect the corrected distribution of the statewide indicated base rates to the territories for BI, PD, and Medical Payments (Med Pay). In the original filing, the incurred losses underlying the three-year loss cost in Column (2) and the incurred claims underlying the territory credibility in Column (5) were not developed to an ultimate settlement basis. In the corrected version, Column (2) and Column (5) reflect the corresponding values after the application of development factors to the underlying loss and claim amounts. As a result, some of the filed rates by territory for BI and PD have changed (some upward and some downward, by $1 or $2) from the original filing. Med Pay filed base rates by territory are unchanged from the original filing.

Page E-1 Reflects a correction to apply separate permissible loss ratios by year in the Uninsured Motorists (UM) indicated rate level calculation. Results in a slight increase to the indicated total limits UM premium.

Page E-2 Shows the resulting higher indicated UM change based on the recalculated indicated total limits UM premium on page E-1.

Page E-3 Shows the calculation of the filed rates and effective rate level change for UM, based on the indicated change on page E-2.

Note: The resulting UM rates and effective rate level change are the same as those in the original filing.

Page E-9 Incorporates the updated Underinsured Motorists (UIM) indication from Page E-11 in the narrative explanation (near end of next-to-last paragraph).

Page E-11 Incorporates the new limits distribution resulting from the UIM law change effective 7/1/2025 (more drivers are required to buy the coverage and are assumed to buy the minimum limit) and reflects the updated calculation of the effective rate level change for UIM, which increased from 41.1% to 41.2%.

Note: The resulting UIM rates do not change; they are the same as those in the original filing.

Page F-1 Reflects the updated rate level indication for MC, after correction of an expense provision that was posted incorrectly. The indicated rate level change for MC decreased from -9.0% to -9.1%. Also reflects an adjustment to the MC premium weight related to the UIM law change becoming effective 7/1/2025 (because MC policies will be required to include UIM).

Page F-2 Shows the calculation of the statewide rate level change for MC using the corrected expense provision.

Page F-6 Shows the calculation of the filed MC relativities based on the updated rate level change. The resulting MC relativities are the same as those in the original filing.

Page F-8 Shows the updated expense provisions using the corrected 2022 value for other acquisition expenses (8.5% instead of 8.6%).

Note: Since the MC relativities do not change as a result of these amendments, there is no impact on the premiums to be charged for MC.

Page G-6 Corrects a clerical error. Each of the Limits columns inadvertently listed 50,000 twice; in each column, the second entry was corrected to 75,000.

Page H-3 Corrects a clerical error. The footnotes for Collision have been corrected.

Exhibit RB-6 Ericksen prefiled testimony is amended to the extent that any of the above items were referenced in that testimony. In addition, other revisions are included as a result of reviewing the testimony in connection with the items described above. These range from typos to small additions to explanations; and none of them change the filing substantively.

Exhibit RB-8 Anderson prefiled testimony is amended on page 3 to reflect the new numbers on page A-1 for the liability total, the grand total, and the motorcycle rate level changes.

NOTE: A set of these amended pages with all changes highlighted for ease of reference is being provided.

NORTH CAROLINA
Rate Bureau

May 30, 2025

Honorable Mike Causey
Commissioner of Insurance
North Carolina Department of Insurance
Raleigh, North Carolina

Re: 2025 Private Passenger Automobile Insurance Rate Filing

Dear Commissioner Causey:

The Rate Bureau submitted its 2025 Private Passenger Automobile Insurance Rate Filing on Monday, February 3, 2025 (the "Filing"), with a subsequent amendment on March 6, 2025.

The Rate Bureau and the Department of Insurance are anticipating potential additional legislative changes that impact the Filing. As a result, the Rate Bureau is amending the Filing as follows:

1. SDIP (Rule 5) – no changes to the current rule; withdraw previously filed changes on pages B-9 through B-11 of the Filing. The Rate Bureau plans to re-file this rule following anticipated legislative action.
2. Index Stability Factor – no changes to the current Rule 3 for this factor; withdraw pages B-6 and B-8; amend page B-7; and withdraw RB-1 Section L. The Rate Bureau will re-file an inflation factor in the future following anticipated legislative action.

The amended page B-7 is attached for ease of reference and should be inserted in place of the existing page B-7.

Sincerely,

Joanna Biliouris

Joanna Biliouris

General Manager

JB:ko
Enclosures

NORTH CAROLINA
VOLUNTARY PRIVATE PASSENGER AUTOMOBILE INSURANCE
REVISION OF RATES

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NORTH CAROLINA
VOLUNTARY PRIVATE PASSENGER AUTOMOBILE INSURANCE
REVISION OF RATES

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SECTION A

SUMMARY OF REVISION

NORTH CAROLINA
SUMMARY OF RATE LEVEL CHANGES

	EARNED PREMIUMS AT PRESENT MANUAL RATES*	INDICATED RATE LEVEL CHANGE^
Auto Liability:		
Bodily Injury	$2,031,347	13.1% (A)
Property Damage	$2,206,408	26.7% (A)
Medical Payments	$144,549	0.4%
Uninsured Motorists	$220,000	47.6% (B)
Underinsured Motorists	$426,688	41.2% (B)
Auto Liability Total	$5,028,992	22.6%
Auto Physical Damage:		
Comprehensive	$1,291,777	75.8%
Collision	$3,441,089	3.7%
Auto Physical Damage Total	$4,732,866	23.4%
Auto GRAND TOTAL	$9,761,858	23.0%
Motorcycle Liability	$78,428	-9.1% (C)

* In thousands. Liability premiums are on a total limits basis and reflect an adjustment for the increase in minimum required limits to 50/100/50 and the change in Underinsured Motorists coverage provisions effective on 7/1/2025.

^ Assumes a 10/1/2025 effective date

(A) The indicated rate level changes for Bodily Injury and Property Damage reflect the combined indications for basic and higher limits as follows:

	BI	PD
Basic Limit Change=	16.4%	32.4%
Higher Limit Change (See Section G)=	-2.8%	-4.3%
Total Limit Change (See Section C)=	13.1%	26.7%

(B) Three year average weighted on earned car years.

(C) Three year average weighted on earned premium at present manual rates.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
TERRITORY RATE LEVEL CHANGES BY COVERAGE

Terr. Code	50/100 B.I.	$50,000 P.D.	50/100/50 Combined	$500 Med Pay	Full Cov Comp	$100 Ded. Coll
110	8.0%	20.7%	15.1%	-0.3%	65.8%	3.0%
120	13.9%	24.4%	19.3%	-0.2%	62.4%	1.1%
130	10.3%	25.3%	17.7%	-0.2%	71.2%	1.9%
140	11.6%	21.6%	16.1%	-7.3%	65.8%	2.7%
150	18.2%	27.7%	23.1%	4.7%	77.8%	4.3%
170	7.0%	21.8%	15.4%	-0.3%	68.8%	0.2%
180	17.2%	22.2%	20.1%	-0.4%	86.7%	-0.8%
190	8.8%	23.6%	17.5%	-6.4%	75.3%	2.9%
200	10.0%	23.9%	17.3%	-0.2%	74.5%	3.5%
210	9.5%	23.0%	16.4%	5.8%	68.4%	3.7%
220	7.5%	23.7%	14.7%	-0.2%	74.1%	3.0%
230	9.8%	26.7%	16.8%	-0.2%	89.5%	5.3%
240	9.5%	25.7%	16.8%	-8.9%	72.3%	-3.3%
250	19.6%	28.4%	24.2%	-3.9%	87.7%	4.1%
260	13.3%	27.7%	21.0%	-0.3%	80.2%	2.4%
270	13.3%	27.1%	21.6%	6.8%	79.7%	4.7%
280	8.0%	25.7%	17.5%	-4.2%	90.5%	5.1%
290	14.2%	23.6%	19.4%	-0.2%	83.7%	2.7%
300	15.3%	29.5%	24.0%	-0.3%	83.7%	6.6%
310	15.2%	34.1%	26.5%	-0.3%	90.7%	11.0%
320	9.5%	24.8%	18.0%	-7.3%	70.9%	3.0%
340	17.0%	29.1%	23.4%	-0.2%	78.7%	3.6%
350	23.6%	27.4%	25.8%	6.3%	76.2%	5.3%
360	15.8%	28.8%	22.7%	-0.3%	79.3%	5.2%
370	12.8%	27.7%	20.9%	-0.3%	82.7%	6.1%
380	12.0%	25.8%	19.3%	4.4%	67.0%	7.6%
390	18.9%	30.8%	25.9%	-0.3%	79.7%	7.6%
420	14.3%	29.2%	21.6%	-0.2%	98.8%	5.2%
440	18.9%	29.2%	24.5%	4.0%	81.1%	3.6%
450	16.7%	28.8%	22.9%	4.0%	76.7%	4.5%
460	10.3%	26.6%	19.7%	5.9%	78.8%	2.9%
470	13.0%	28.2%	21.1%	5.7%	73.2%	2.3%
480	9.9%	24.7%	18.6%	-0.2%	69.7%	1.5%
490	9.4%	26.8%	20.0%	7.5%	66.6%	2.8%
S/W	13.1%	26.7%	20.5%	0.4%	75.8%	3.7%

SECTION B

MATERIAL TO BE IMPLEMENTED

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

FILED BASE RATES - LIABILITY

Terr Code	$50,000/100,000 Bodily Injury	$50,000 Property Damage	$500 Medical Payments
110	$235	$334	$13
120	283	329	17
130	316	349	19
140	443	396	26
150	377	433	21
170	235	347	17
180	286	405	21
190	255	415	15
200	335	421	22
210	251	298	18
220	365	342	22
230	451	372	25
240	384	364	21
250	403	479	27
260	316	410	21
270	242	408	15
280	367	495	24
290	325	441	19
300	222	395	14
310	201	347	12
320	238	340	13
340	375	471	23
350	269	373	16
360	302	381	19
370	335	442	21
380	374	472	22
390	291	450	17
420	521	571	38
440	368	474	25
450	422	493	25
460	261	410	17
470	317	411	18
480	195	316	12
490	193	348	14

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

FILED PHYSICAL DAMAGE BASE RATES (A)

Terr Code	FULL COVERAGE COMPREHENSIVE	$100 DEDUCTIBLE COLLISION
110	$219	$669
120	363	772
130	310	764
140	242	895
150	248	786
170	184	653
180	219	779
190	136	681
200	187	736
210	168	573
220	402	800
230	287	887
240	312	786
250	208	949
260	233	786
270	161	699
280	183	894
290	207	872
300	168	696
310	192	652
320	262	721
340	208	923
350	179	723
360	202	768
370	189	840
380	253	899
390	166	813
420	235	1142
440	189	894
450	191	955
460	180	793
470	256	809
480	268	729
490	180	749

(A) MODEL YEAR 2026 SYMBOL 11

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF RATES TO BE CHARGED INDIVIDUAL INSUREDS

Liability and Medical Payments Rates

Page B-1 shows the filed liability and medical payments base rates by territory. These pages set forth the filed manual rates for the classification carrying unity differential. The revised rates for the remaining classifications are determined by applying the appropriate classification rate differentials to the base rates by territory. This filing includes a proposed revision to some classification rate differentials.

Physical Damage Rates

Page B-2 shows the filed base rates by territory for Model Year 2026, Symbol 11, for the base deductibles (Full Coverage Comprehensive and $100 Deductible Collision) and the classification carrying unity differential. These are the filed manual rates from which all other rates for these coverages may be obtained. The Model Year 2026, Symbol 11 base rate for any other deductible is obtained by applying the appropriate deductible relativity factor to the Model Year 2026, Symbol 11 base rate. The factors on pages B-4 and B-5 are applied to the Model Year 2026, Symbol 11 base rate by coverage (after application of the appropriate deductible relativity) to produce the respective model year and symbol base premiums. This filing does include a proposed revision to the deductible relativities. It also includes a proposed elimination of the Collision coverage $25 deductible option.

The revised rates for the remaining classifications are determined by applying the appropriate classification rate differentials to the base rates by territory. This filing includes a proposed revision to some classification rate differentials.

NORTH CAROLINA
MODEL YEAR AND SYMBOL RELATIVITIES - PHYSICAL DAMAGE COVERAGES
COMPREHENSIVE

Model Year

Symbol	2028	2027	Base 2026	2025	2024	2023	2022	2021	2020	2019	2018	2017-2011
1	0.33	0.32	0.31	0.30	0.29	0.28	0.27	0.25	0.24	0.23	0.22	0.20
2	0.43	0.42	0.41	0.40	0.38	0.36	0.35	0.34	0.32	0.30	0.29	0.27
3	0.54	0.53	0.51	0.49	0.47	0.45	0.44	0.42	0.40	0.38	0.36	0.33
4	0.62	0.61	0.59	0.57	0.55	0.53	0.51	0.48	0.46	0.44	0.42	0.38
5	0.69	0.68	0.66	0.64	0.61	0.59	0.57	0.54	0.51	0.49	0.47	0.43
6	0.77	0.75	0.73	0.71	0.68	0.65	0.63	0.60	0.57	0.54	0.52	0.47
7	0.85	0.83	0.81	0.79	0.75	0.72	0.70	0.66	0.63	0.60	0.58	0.53
8	0.91	0.90	0.87	0.84	0.81	0.77	0.75	0.71	0.68	0.64	0.62	0.57
10	0.99	0.97	0.94	0.91	0.87	0.84	0.81	0.77	0.73	0.70	0.67	0.61
11	1.05	1.03	1.00	0.97	0.93	0.89	0.86	0.82	0.78	0.74	0.71	0.65
12	1.10	1.08	1.05	1.02	0.98	0.93	0.90	0.86	0.82	0.78	0.75	0.68
13	1.14	1.12	1.09	1.06	1.01	0.97	0.94	0.89	0.85	0.81	0.77	0.71
14	1.20	1.17	1.14	1.11	1.06	1.01	0.98	0.93	0.89	0.84	0.81	0.74
15	1.25	1.23	1.19	1.15	1.11	1.06	1.02	0.98	0.93	0.88	0.84	0.77
16	1.30	1.28	1.24	1.20	1.15	1.10	1.07	1.02	0.97	0.92	0.88	0.81
17	1.35	1.33	1.29	1.25	1.20	1.15	1.11	1.06	1.01	0.95	0.92	0.84
18	1.41	1.38	1.34	1.30	1.25	1.19	1.15	1.10	1.05	0.99	0.95	0.87
19	1.45	1.42	1.38	1.34	1.28	1.23	1.19	1.13	1.08	1.02	0.98	0.90
20	1.49	1.46	1.42	1.38	1.32	1.26	1.22	1.16	1.11	1.05	1.01	0.92
21	1.54	1.51	1.47	1.43	1.37	1.31	1.26	1.21	1.15	1.09	1.04	0.96
22	1.59	1.56	1.51	1.46	1.40	1.34	1.30	1.24	1.18	1.12	1.07	0.98
23	1.64	1.61	1.56	1.51	1.45	1.39	1.34	1.28	1.22	1.15	1.11	1.01
24	1.68	1.65	1.60	1.55	1.49	1.42	1.38	1.31	1.25	1.18	1.14	1.04
25	1.73	1.70	1.65	1.60	1.53	1.47	1.42	1.35	1.29	1.22	1.17	1.07
26	1.79	1.75	1.70	1.65	1.58	1.51	1.46	1.39	1.33	1.26	1.21	1.11
27	1.84	1.80	1.75	1.70	1.63	1.56	1.51	1.44	1.37	1.30	1.24	1.14
28	1.90	1.86	1.81	1.76	1.68	1.61	1.56	1.48	1.41	1.34	1.29	1.18
29	1.96	1.93	1.87	1.81	1.74	1.66	1.61	1.53	1.46	1.38	1.33	1.22
30	2.02	1.98	1.92	1.86	1.79	1.71	1.65	1.57	1.50	1.42	1.36	1.25
31	2.08	2.04	1.98	1.92	1.84	1.76	1.70	1.62	1.54	1.47	1.41	1.29
32	2.14	2.10	2.04	1.98	1.90	1.82	1.75	1.67	1.59	1.51	1.45	1.33
33	2.21	2.16	2.10	2.04	1.95	1.87	1.81	1.72	1.64	1.55	1.49	1.37
34	2.26	2.21	2.15	2.09	2.00	1.91	1.85	1.76	1.68	1.59	1.53	1.40
35	2.31	2.27	2.20	2.13	2.05	1.96	1.89	1.80	1.72	1.63	1.56	1.43
36	2.37	2.33	2.26	2.19	2.10	2.01	1.94	1.85	1.76	1.67	1.60	1.47
37	2.46	2.41	2.34	2.27	2.18	2.08	2.01	1.92	1.83	1.73	1.66	1.52
38	2.55	2.50	2.43	2.36	2.26	2.16	2.09	1.99	1.90	1.80	1.73	1.58
39	2.64	2.59	2.51	2.43	2.33	2.23	2.16	2.06	1.96	1.86	1.78	1.63
40	2.72	2.67	2.59	2.51	2.41	2.31	2.23	2.12	2.02	1.92	1.84	1.68
41	2.81	2.76	2.68	2.60	2.49	2.39	2.30	2.20	2.09	1.98	1.90	1.74
42	2.90	2.84	2.76	2.68	2.57	2.46	2.37	2.26	2.15	2.04	1.96	1.79
43	2.98	2.93	2.84	2.75	2.64	2.53	2.44	2.33	2.22	2.10	2.02	1.85
44	3.07	3.01	2.92	2.83	2.72	2.60	2.51	2.39	2.28	2.16	2.07	1.90
45	3.15	3.09	3.00	2.91	2.79	2.67	2.58	2.46	2.34	2.22	2.13	1.95
46	3.26	3.19	3.10	3.01	2.88	2.76	2.67	2.54	2.42	2.29	2.20	2.02
47	3.36	3.30	3.20	3.10	2.98	2.85	2.75	2.62	2.50	2.37	2.27	2.08
48	3.47	3.40	3.30	3.20	3.07	2.94	2.84	2.71	2.57	2.44	2.34	2.15
49	3.57	3.50	3.40	3.30	3.16	3.03	2.92	2.79	2.65	2.52	2.41	2.21
50	3.66	3.59	3.49	3.39	3.25	3.11	3.00	2.86	2.72	2.58	2.48	2.27
51	3.77	3.70	3.59	3.48	3.34	3.20	3.09	2.94	2.80	2.66	2.55	2.33
52	3.87	3.80	3.69	3.58	3.43	3.28	3.17	3.03	2.88	2.73	2.62	2.40
53	3.97	3.89	3.78	3.67	3.52	3.36	3.25	3.10	2.95	2.80	2.68	2.46
54	4.13	4.05	3.93	3.81	3.65	3.50	3.38	3.22	3.07	2.91	2.79	2.55
55	4.33	4.24	4.12	4.00	3.83	3.67	3.54	3.38	3.21	3.05	2.93	2.68
56	4.56	4.47	4.34	4.21	4.04	3.86	3.73	3.56	3.39	3.21	3.08	2.82
57	4.81	4.72	4.58	4.44	4.26	4.08	3.94	3.76	3.57	3.39	3.25	2.98
58	5.19	5.09	4.94	4.79	4.59	4.40	4.25	4.05	3.85	3.66	3.51	3.21
59	5.75	5.64	5.48	5.32	5.10	4.88	4.71	4.49	4.27	4.06	3.89	3.56
60	6.37	6.25	6.07	5.89	5.65	5.40	5.22	4.98	4.73	4.49	4.31	3.95
61	6.96	6.83	6.63	6.43	6.17	5.90	5.70	5.44	5.17	4.91	4.71	4.31
62	7.51	7.36	7.15	6.94	6.65	6.36	6.15	5.86	5.58	5.29	5.08	4.65
63	8.06	7.91	7.68	7.45	7.14	6.84	6.60	6.30	5.99	5.68	5.45	4.99
64	8.61	8.45	8.20	7.95	7.63	7.30	7.05	6.72	6.40	6.07	5.82	5.33
65	9.17	8.99	8.73	8.47	8.12	7.77	7.51	7.16	6.81	6.46	6.20	5.67
66	10.00	9.81	9.52	9.23	8.85	8.47	8.19	7.81	7.43	7.04	6.76	6.19
67	11.10	10.89	10.57	10.25	9.83	9.41	9.09	8.67	8.24	7.82	7.50	6.87
68	12.20	11.97	11.62	11.27	10.81	10.34	9.99	9.53	9.06	8.60	8.25	7.55
69	13.30	13.05	12.67	12.29	11.78	11.28	10.90	10.39	9.88	9.38	9.00	8.24
70	14.41	14.13	13.72	13.31	12.76	12.21	11.80	11.25	10.70	10.15	9.74	8.92
71	15.51	15.21	14.77	14.33	13.74	13.15	12.70	12.11	11.52	10.93	10.49	9.60
72	16.61	16.29	15.82	15.35	14.71	14.08	13.61	12.97	12.34	11.71	11.23	10.28
73	17.71	17.38	16.87	16.36	15.69	15.01	14.51	13.83	13.16	12.48	11.98	10.97
74	18.82	18.46	17.92	17.38	16.67	15.95	15.41	14.69	13.98	13.26	12.72	11.65
75	19.92	19.54	18.97	18.40	17.64	16.88	16.31	15.56	14.80	14.04	13.47	12.33

Symbol	Factor	2010-1990
1	0.38	0.25
2	0.53	0.34
3	0.60	0.39
4	0.66	0.43
5	0.75	0.49
6	0.84	0.55
7	0.92	0.60
8	1.00	0.65
10	1.08	0.70
11	1.17	0.76
12	1.28	0.83
13	1.37	0.89
14	1.48	0.96
15	1.63	1.06
16	1.79	1.16
17	1.98	1.29
18	2.16	1.40
19	2.36	1.53
20	2.61	1.70
21	2.90	1.89
22	3.28	2.13
23	3.67	2.39
24	4.25	2.76
25	5.23	3.40
26	6.42	4.17

Symbol	1989 & Prior
1	0.09
2	0.11
3	0.15
4	0.18
5	0.21
6	0.28
7	0.34
8	0.40
10	0.51
11	0.62
12	0.72
13	0.85
14	1.00
15	1.21
16	1.47
17	1.76
18	2.10
19	2.51
20	2.98
21	4.12

NORTH CAROLINA
MODEL YEAR AND SYMBOL RELATIVITIES - PHYSICAL DAMAGE COVERAGES
COLLISION

Model Year

Symbol	2028	2027	Base 2026	2025	2024	2023	2022	2021	2020	2019	2018	2017-2011
1	0.49	0.47	0.44	0.41	0.38	0.36	0.33	0.31	0.29	0.27	0.25	0.21
2	0.65	0.63	0.59	0.55	0.51	0.48	0.44	0.41	0.39	0.36	0.34	0.28
3	0.71	0.68	0.64	0.60	0.56	0.52	0.48	0.45	0.42	0.39	0.36	0.30
4	0.83	0.80	0.75	0.70	0.65	0.61	0.56	0.53	0.50	0.46	0.43	0.35
5	0.91	0.88	0.82	0.76	0.71	0.66	0.62	0.57	0.54	0.50	0.47	0.39
6	0.95	0.92	0.86	0.80	0.75	0.70	0.65	0.60	0.57	0.52	0.49	0.40
7	1.00	0.96	0.90	0.84	0.78	0.73	0.68	0.63	0.59	0.55	0.51	0.42
8	1.04	1.01	0.94	0.87	0.82	0.76	0.71	0.66	0.62	0.57	0.54	0.44
10	1.08	1.04	0.97	0.90	0.84	0.79	0.73	0.68	0.64	0.59	0.55	0.46
11	1.11	1.07	1.00	0.93	0.87	0.81	0.75	0.70	0.66	0.61	0.57	0.47
12	1.15	1.11	1.04	0.97	0.90	0.84	0.78	0.73	0.69	0.63	0.59	0.49
13	1.19	1.14	1.07	1.00	0.93	0.87	0.80	0.75	0.71	0.65	0.61	0.50
14	1.22	1.18	1.10	1.02	0.96	0.89	0.83	0.77	0.73	0.67	0.63	0.52
15	1.24	1.20	1.12	1.04	0.97	0.91	0.84	0.78	0.74	0.68	0.64	0.53
16	1.25	1.21	1.13	1.05	0.98	0.92	0.85	0.79	0.75	0.69	0.64	0.53
17	1.28	1.23	1.15	1.07	1.00	0.93	0.86	0.81	0.76	0.70	0.66	0.54
18	1.31	1.26	1.18	1.10	1.03	0.96	0.89	0.83	0.78	0.72	0.67	0.55
19	1.33	1.28	1.20	1.12	1.04	0.97	0.90	0.84	0.79	0.73	0.68	0.56
20	1.37	1.32	1.23	1.14	1.07	1.00	0.92	0.86	0.81	0.75	0.70	0.58
21	1.40	1.35	1.26	1.17	1.10	1.02	0.95	0.88	0.83	0.77	0.72	0.59
22	1.42	1.37	1.28	1.19	1.11	1.04	0.96	0.90	0.84	0.78	0.73	0.60
23	1.44	1.39	1.30	1.21	1.13	1.05	0.98	0.91	0.86	0.79	0.74	0.61
24	1.48	1.42	1.33	1.24	1.16	1.08	1.00	0.93	0.88	0.81	0.76	0.63
25	1.49	1.43	1.34	1.25	1.17	1.09	1.01	0.94	0.88	0.82	0.76	0.63
26	1.51	1.46	1.36	1.26	1.18	1.10	1.02	0.95	0.90	0.83	0.78	0.64
27	1.53	1.48	1.38	1.28	1.20	1.12	1.04	0.97	0.91	0.84	0.79	0.65
28	1.54	1.49	1.39	1.29	1.21	1.13	1.04	0.97	0.92	0.85	0.79	0.65
29	1.57	1.51	1.41	1.31	1.23	1.14	1.06	0.99	0.93	0.86	0.80	0.66
30	1.58	1.52	1.42	1.32	1.24	1.15	1.07	0.99	0.94	0.87	0.81	0.67
31	1.60	1.54	1.44	1.34	1.25	1.17	1.08	1.01	0.95	0.88	0.82	0.68
32	1.63	1.57	1.47	1.37	1.28	1.19	1.10	1.03	0.97	0.90	0.84	0.69
33	1.65	1.59	1.49	1.39	1.30	1.21	1.12	1.04	0.98	0.91	0.85	0.70
34	1.68	1.62	1.51	1.40	1.31	1.22	1.13	1.06	1.00	0.92	0.86	0.71
35	1.70	1.64	1.53	1.42	1.33	1.24	1.15	1.07	1.01	0.93	0.87	0.72
36	1.72	1.66	1.55	1.44	1.35	1.26	1.16	1.09	1.02	0.95	0.88	0.73
37	1.75	1.69	1.58	1.47	1.37	1.28	1.19	1.11	1.04	0.96	0.90	0.74
38	1.78	1.71	1.60	1.49	1.39	1.30	1.20	1.12	1.06	0.98	0.91	0.75
39	1.79	1.72	1.61	1.50	1.40	1.30	1.21	1.13	1.06	0.98	0.92	0.76
40	1.81	1.74	1.63	1.52	1.42	1.32	1.22	1.14	1.08	0.99	0.93	0.77
41	1.83	1.77	1.65	1.53	1.44	1.34	1.24	1.16	1.09	1.01	0.94	0.78
42	1.85	1.79	1.67	1.55	1.45	1.35	1.25	1.17	1.10	1.02	0.95	0.78
43	1.88	1.81	1.69	1.57	1.47	1.37	1.27	1.18	1.12	1.03	0.96	0.79
44	1.89	1.82	1.70	1.58	1.48	1.38	1.28	1.19	1.12	1.04	0.97	0.80
45	1.92	1.85	1.73	1.61	1.51	1.40	1.30	1.21	1.14	1.06	0.99	0.81
46	1.94	1.87	1.75	1.63	1.52	1.42	1.31	1.23	1.16	1.07	1.00	0.82
47	1.96	1.89	1.77	1.65	1.54	1.43	1.33	1.24	1.17	1.08	1.01	0.83
48	1.99	1.92	1.79	1.66	1.56	1.45	1.34	1.25	1.18	1.09	1.02	0.84
49	2.01	1.94	1.81	1.68	1.57	1.47	1.36	1.27	1.19	1.10	1.03	0.85
50	2.03	1.96	1.83	1.70	1.59	1.48	1.37	1.28	1.21	1.12	1.04	0.86
51	2.05	1.98	1.85	1.72	1.61	1.50	1.39	1.30	1.22	1.13	1.05	0.87
52	2.06	1.99	1.86	1.73	1.62	1.51	1.40	1.30	1.23	1.13	1.06	0.87
53	2.09	2.01	1.88	1.75	1.64	1.52	1.41	1.32	1.24	1.15	1.07	0.88
54	2.11	2.03	1.90	1.77	1.65	1.54	1.43	1.33	1.25	1.16	1.08	0.89
55	2.14	2.07	1.93	1.79	1.68	1.56	1.45	1.35	1.27	1.18	1.10	0.91
56	2.18	2.10	1.96	1.82	1.71	1.59	1.47	1.37	1.29	1.20	1.12	0.92
57	2.22	2.14	2.00	1.86	1.74	1.62	1.50	1.40	1.32	1.22	1.14	0.94
58	2.29	2.20	2.06	1.92	1.79	1.67	1.55	1.44	1.36	1.26	1.17	0.97
59	2.38	2.29	2.14	1.99	1.86	1.73	1.61	1.50	1.41	1.31	1.22	1.01
60	2.48	2.39	2.23	2.07	1.94	1.81	1.67	1.56	1.47	1.36	1.27	1.05
61	2.55	2.46	2.30	2.14	2.00	1.86	1.73	1.61	1.52	1.40	1.31	1.08
62	2.61	2.51	2.35	2.19	2.04	1.90	1.76	1.65	1.55	1.43	1.34	1.10
63	2.65	2.56	2.39	2.22	2.08	1.94	1.79	1.67	1.58	1.46	1.36	1.12
64	2.71	2.61	2.44	2.27	2.12	1.98	1.83	1.71	1.61	1.49	1.39	1.15
65	2.76	2.66	2.49	2.32	2.17	2.02	1.87	1.74	1.64	1.52	1.42	1.17
66	2.84	2.74	2.56	2.38	2.23	2.07	1.92	1.79	1.69	1.56	1.46	1.20
67	2.95	2.85	2.66	2.47	2.31	2.15	2.00	1.86	1.76	1.62	1.52	1.25
68	3.06	2.95	2.76	2.57	2.40	2.24	2.07	1.93	1.82	1.68	1.57	1.30
69	3.17	3.06	2.86	2.66	2.49	2.32	2.15	2.00	1.89	1.74	1.63	1.34
70	3.29	3.17	2.96	2.75	2.58	2.40	2.22	2.07	1.95	1.81	1.69	1.39
71	3.40	3.27	3.06	2.85	2.66	2.48	2.30	2.14	2.02	1.87	1.74	1.44
72	3.51	3.38	3.16	2.94	2.75	2.56	2.37	2.21	2.09	1.93	1.80	1.49
73	3.62	3.49	3.26	3.03	2.84	2.64	2.45	2.28	2.15	1.99	1.86	1.53
74	3.73	3.60	3.36	3.12	2.92	2.72	2.52	2.35	2.22	2.05	1.92	1.58
75	3.84	3.70	3.46	3.22	3.01	2.80	2.60	2.42	2.28	2.11	1.97	1.63

Symbol	Factor
1	0.58
2	0.65
3	0.76
4	0.82
5	0.88
6	0.92
7	0.96
8	1.00
10	1.07
11	1.12
12	1.15
13	1.20
14	1.27
15	1.34
16	1.39
17	1.44
18	1.52
19	1.59
20	1.64
21	1.71
22	1.80
23	1.87
24	1.95
25	2.11
26	2.29

Symbol	2010-1990	1989 & Prior
1	0.27	0.13
2	0.31	0.16
3	0.36	0.20
4	0.39	0.22
5	0.41	0.26
6	0.43	0.28
7	0.45	0.31
8	0.47	0.37
10	0.50	0.43
11	0.53	0.47
12	0.54	0.52
13	0.56	0.56
14	0.60	0.62
15	0.63	0.67
16	0.65	0.74
17	0.68	0.78
18	0.71	0.85
19	0.75	0.90
20	0.77	0.96
21	0.80	1.09
22	0.85	
23	0.88	
24	0.92	
25	0.99	
26	1.08	

4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

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F. Inexperienced Operator

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. ~~Such~~The appropriate Inexperienced Operator ~~s~~Surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.

a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files ~~for at least three years from the inception of the policy~~ the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The appropriate Inexperienced Operator ~~s~~Surcharge shall not be applied for more than three years for drivers licensed for the first time prior to July 1, 2025; however, for drivers licensed for the first time on or after July 1, 2025, such surcharge shall not be applied for more than eight years~~regardless of policy term or effective date~~.

INEXPERIENCED OPERATOR SCENARIOS		
Date First Licensed	**Surcharge Trigger**	**Period of Inexperienced Operator Surcharge**
Prior to July 1, 2025	Inexperienced Operator	Three years beginning on the date first licensed
July 1, 2025, and after	Inexperienced Operator	Eight years beginning on the date first licensed

Table 4.F.1.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

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No policy shall be endorsed to effect a change of Driving Record Sub-Classification until the next annual anniversary of the inception of the policy except to recognize the addition or deletion of an operator.

PRIMARY CLASSIFICATION RATING FACTORS∗

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Inexperienced Operator								
Single or Multi-Car Risks		**BI, PD, and Med. Pay.**		**Collision**		**Comprehensive, Fire, Theft, and CAC**		
Single Car	**Principal Operator Licensed For:**							
	Less than One Year	**Factor**	+2.60	**Factor**	+2.~~3~~20	**Factor**	+0.20	
	Less than Two Years	**Factor**	+1.~~6~~50	**Factor**	+1.~~5~~20	**Factor**	+0.20	
	Less than Three Years	**Factor**	+1.~~2~~15	**Factor**	+~~1.35~~0.90	**Factor**	+0.20	
	Less than Four Years	**Factor**	+0.95	**Factor**	+0.75	**Factor**	+0.20	
	Less than Five Years	**Factor**	+0.75	**Factor**	+0.55	**Factor**	+0.20	
	Less than Six Years	**Factor**	+0.55	**Factor**	+0.35	**Factor**	+0.15	
	Less than Seven Years	**Factor**	+0.35	**Factor**	+0.25	**Factor**	+0.15	
	Less than Eight Years	**Factor**	+0.20	**Factor**	+0.15	**Factor**	+0.10	
	Occasional Operator Licensed For:							
	Less than One Year	**Factor**	+1.70~~5~~	**Factor**	+1.~~4~~20	**Factor**	+0.10	
	Less than Two Years	**Factor**	+0.85	**Factor**	+0.~~8~~60	**Factor**	0.00	
	Less than Three Years	**Factor**	+0.60~~5~~	**Factor**	+0.~~6~~40	**Factor**	0.00	
	Less than Four Years	**Factor**	+0.55	**Factor**	+0.35	**Factor**	0.00	
	Less than Five Years	**Factor**	+0.45	**Factor**	+0.25	**Factor**	0.00	
	Less than Six Years	**Factor**	+0.35	**Factor**	+0.20	**Factor**	0.00	
	Less than Seven Years	**Factor**	+0.25	**Factor**	+0.15	**Factor**	0.00	
	Less than Eight Years	**Factor**	+0.15	**Factor**	+0.10	**Factor**	0.00	
Multi-Car	**Principal Operator Licensed For:**							
	Less than One Year	**Factor**	+2.25	**Factor**	+1.~~9~~85	**Factor**	+0.10	
	Less than Two Years	**Factor**	+1.~~2~~15	**Factor**	+~~1.15~~0.85	**Factor**	+0.10	
	Less than Three Years	**Factor**	+0.~~9~~80	**Factor**	+~~1.00~~0.55	**Factor**	+0.10	
	Less than Four Years	**Factor**	+0.60	**Factor**	+0.40	**Factor**	+0.10	
	Less than Five Years	**Factor**	+0.40	**Factor**	+0.20	**Factor**	+0.10	
	Less than Six Years	**Factor**	+0.20	**Factor**	0.00	**Factor**	+0.05	
	Less than Seven Years	**Factor**	0.00	**Factor**	-0.10	**Factor**	+0.05	
	Less than Eight Years	**Factor**	-0.15	**Factor**	-0.20	**Factor**	0.00	
	Occasional Operator Licensed For:							
	Less than One Year	**Factor**	+1.25~~40~~	**Factor**	+~~1.05~~0.85	**Factor**	0.00	
	Less than Two Years	**Factor**	+0.50	**Factor**	+0.~~4~~25	**Factor**	-0.10	
	Less than Three Years	**Factor**	+0.25~~30~~	**Factor**	+0.~~2~~05	**Factor**	-0.10	
	Less than Four Years	**Factor**	+0.20	**Factor**	0.00	**Factor**	-0.10	
	Less than Five Years	**Factor**	+0.10	**Factor**	-0.10	**Factor**	-0.10	
	Less than Six Years	**Factor**	0.00	**Factor**	-0.15	**Factor**	-0.10	
	Less than Seven Years	**Factor**	-0.10	**Factor**	-0.20	**Factor**	-0.10	
	Less than Eight Years	**Factor**	-0.20	**Factor**	-0.25	**Factor**	-0.10	

∗ For Statistical Coding Requirements – Refer to page NC-E-Coding.

∗∗ Applies only to those vehicles on policies ceded to the North Carolina Reinsurance Facility affording coverage for TNC activity under Endorsement **PP 55 45.**

(a) For rating a policy that affords this coverage, please refer to the individual company writing the coverage.

The remainder of the rule is unchanged

14. MISCELLANEOUS COVERAGES

A. Combined Uninsured/Underinsured Motorists Bodily Injury Coverage And Uninsured Motorists Property Damage Coverage

1. Owners – (Class Code – Refer to Statistical Plan)

***

b. Rates

The per policy rates for Combined Uninsured/Underinsured Motorists Bodily Injury Coverage are as follows:

B.I. UM/UIM Coverage

	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 50/100	$ ~~55~~79	$ ~~136~~195
100/200	~~84~~121	~~207~~299
100/300	~~87~~125	~~215~~309
250/500	~~142~~203	~~351~~501
300/300	~~150~~215	~~371~~531
500/500	~~175~~250	~~432~~618
500/1,000	~~181~~259	~~447~~640
1,000/1,000	~~226~~323	~~558~~798

The per policy rates for Uninsured Motorist Property Damage Coverage sold with Combined Uninsured/Underinsured Motorist Bodily Injury Coverage are as follows:

P.D. UM Coverage

	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 50,000	$ ~~3~~4	$ ~~7~~10
100,000	~~4~~6	~~10~~15
250,000	~~6~~9	~~15~~22
500,000	~~8~~12	~~20~~30
750,000	~~10~~15	~~25~~37
1,000,000	~~11~~16	~~27~~40

***

B. Deductible Insurance

1. Deductible Liability Insurance is not available for vehicles classified and rated in accordance with the rules of this Manual.

2. Collision Deductibles for Which No Premiums Are Shown

~~$ 25 Deduct. (071)~~	~~–~~	~~Charge 150% of the $50 Deduct. Collision Premium~~
$ 50 Deduct. (072)	–	Charge 10~~1~~2% of the $100 Deduct. Collision Premium
$ 200 Deduct. (073)	–	Charge 98~~7~~% of the $100 Deduct. Collision Premium
$ 250 Deduct. (076)	–	Charge 97~~6~~% of the $100 Deduct. Collision Premium
$ 500 Deduct. (077)	–	Charge 93~~1~~% of the $100 Deduct. Collision Premium
$ 1,000 Deduct. (078)	–	Charge 87~~1~~% of the $100 Deduct. Collision Premium

3. Comprehensive Deductibles for Which No Premiums Are Shown

$ 50 Deduct. (003)	–	Charge 98~~6~~% of the Full Coverage Comprehensive Premium
$ 100 Deduct. (010)	–	Charge 96~~3~~% of the Full Coverage Comprehensive Premium
$ 250 Deduct. (055)	–	Charge 918~~4~~% of the Full Coverage Comprehensive Premium
$ 500 Deduct. (726)	–	Charge 84~~70~~% of the Full Coverage Comprehensive Premium
$ 1,000 Deduct. (727)	–	Charge 72~~58~~% of the Full Coverage Comprehensive Premium

4. Theft – $50 Deductible – Charge 75% of the Full Coverage Theft Rate.

C. Extended Transportation Expenses Coverage

***

2. Rating

The rates for this coverage are not subject to classification rating or modification by any rating plan.

Coverage	**Annual Rate Per Auto**
$15/$450 Extended Transportation Expenses Coverage (Cov. Code 704)	$~~13~~22
$30/$900 Increased Limits Transportation Expenses Coverage (Cov. Code 706)	$~~26~~45
$50/$1,500 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 768)	$~~42~~72
$75/$2,250 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 163)	$~~61~~105
$100/$3,000 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 164)	$~~79~~135

The remainder of the rule is unchanged

19. MISCELLANEOUS TYPES

A. Trailers Designed for Use with Private Passenger Autos

***

Physical Damage Coverages Only

***

2. All Other Trailers – All Classes – Entire State

***

COLLISION PREMIUMS – ALL CLASSES – ENTIRE STATE

Original Cost New at Factory	~~$25 Deduct.~~	$50 Deduct.	$100 Deduct.
$ 0 – $ 400	$ ~~7~~	$ 4	$ 3
401 – 600	~~9~~	6	5
601 – 800	~~12~~	8	6
801 – 1,000	~~15~~	10	8
1,001 – 1,500	~~23~~	15	12
1,501 – 2,000	~~29~~	19	15
2,001 – 2,500	~~35~~	23	18
2,501 – 3,000	~~41~~	27	22
Each Additional $500 Over $3,000	~~5~~	4	3

B. Motorcycles, Motorscooters, Motorbikes, Mopeds And Other Similar Motor Vehicles Not Used For Commercial Purposes

1. With respect to voluntary risks and "clean risks" ceded to the North Carolina Reinsurance Facility, determine the appropriate premium by:

a. Applying the following factors to the applicable voluntary private passenger Bodily Injury, Property Damage and Medical Payments∗ Coverage base premiums to determine the motorcycle base premium for each coverage.

Engine Size Cubic Centimeters (cc)	Bodily Injury and Property Damage	Medical Payments*
0 – 499	0.08~~10~~	0.32~~5~~
500 – 1249	0.13~~7~~	0.32~~5~~
1250 – 1499	0.19~~25~~	0.32~~5~~
1500 – up	0.24~~32~~	0.32~~5~~

***

D. Golf Carts

***

Collision –

Original Cost New	~~$25 Ded.~~	$50 Ded.	$100 Ded.
$ 0 – 750	~~$16~~	$10	$ 8
751 & Over	~~24~~	15	10

The remainder of the rule is unchanged

SECTION C

SUPPORTING EXPERIENCE

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2023

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	732,526,355	1,208,609,901	68,820,379
(2) Loss Development Factor (b)	1.176	1.070	1.051
(3) Developed Losses and ALAE (1)x(2)	861,450,993	1,293,212,594	72,330,218
(4) Unallocated Loss Adjustment Expense Factor (See page D-20)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	93,036,707	142,253,385	7,811,664
(6) General and Other Acquisition Expenses (c)	184,105,863	226,496,551	20,525,751
(7) Earned Exposures (a)	7,965,903	7,965,903	5,079,668
(8) Average Annual Change in Losses and ALAE (See page D-9)	4.5%	6.5%	2.5%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	3.06	3.06	3.06
(11) Years of Trend - ULAE (e)	3.06	3.06	3.06
(12) Years of Trend - G & OA Expenses (f)	2.75	2.75	2.75
(13) Projected Losses and ALAE (d)	985,499,936	1,568,666,877	77,971,975
(14) Projected ULAE (e)	104,945,405	160,461,818	8,811,557
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	136.89	217.07	17.08
(16) Projected G & OA Expenses (f)	205,093,931	252,317,158	22,865,687
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.75	31.67	4.50
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	162.64	248.74	21.58
(19) Percentage Dividends (See page D-31)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-20)	0.825	0.825	0.825
(21) Net Premium Required per exposure [(18)/((20)-(19))]	197.86	302.60	26.25
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.12	27.71	2.40
(24) Premium Required per exposure [((21)+(23))]	215.98	330.31	28.65
(25) Distributional Adjustment Factor (h)	0.873	0.874	1.600
(26) Selected Higher Limits Change (See Section G)	-2.8%	-4.3%	0.0%
(27) Required 30/60/25 Base Class Premium [(24)/(25)x(1.0+(26))]	240.47	361.68	17.91
(28) Increased Limits Factors 30/60/25 to 50/100/50 (i)	1.21	1.091	
(29) Required 50/100/50 Base Class Premium [(27)x(28)]	290.97	394.59	17.91
(30) Effective Total Limits Change (See pages C-13, C-14, C-15)	13.1%	26.7%	0.4%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2023

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments. See pages D-14, D-15, and D-16.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages D-27 - D-29.

(d) Projected losses and allocated loss adjustment expenses =
$[(3) \times (1 + (8))^{(10)}]$, where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
$[(5) \times (1 + (9))^{(11)}]$, where (11) = the number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected general and other acquisition expenses =
$[(6) \times (1 + (9))^{(12)}]$, where (12) = the number of years of projection from 7/1/2023 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-41.

(h) Distributional adjustment factor = Average Rate / Base Rate. See pages C-19 - C-21.

(i) Factors required to adjust 30/60/25 BI/PD experience premium to a 50/100/50 level.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2022

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	756,217,421	1,203,804,210	66,336,908
(2) Loss Development Factor (b)	1.054	1.012	1.028
(3) Developed Losses and ALAE (1)x(2)	797,053,162	1,218,249,861	68,194,341
(4) Unallocated Loss Adjustment Expense Factor (See page D-21)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	86,081,741	134,007,485	7,364,989
(6) General and Other Acquisition Expenses (c)	175,403,206	214,922,313	19,605,317
(7) Earned Exposures (a)	7,873,360	7,873,360	5,026,072
(8) Average Annual Change in Losses and ALAE (See page D-9)	4.7%	8.3%	2.3%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	4.06	4.06	4.06
(11) Years of Trend - ULAE (e)	4.06	4.06	4.06
(12) Years of Trend - G & OA Expenses (f)	3.75	3.75	3.75
(13) Projected Losses and ALAE (d)	960,449,060	1,683,621,308	74,809,192
(14) Projected ULAE (e)	100,973,882	157,190,780	8,639,132
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	134.81	233.80	16.60
(16) Projected G & OA Expenses (f)	203,116,913	248,880,038	22,702,957
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.80	31.61	4.52
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	160.61	265.41	21.12
(19) Percentage Dividends (See page D-31)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-21)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	195.87	323.67	25.76
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	17.94	29.64	2.36
(24) Premium Required per exposure [((21)+(23))]	213.81	353.31	28.12

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2022

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments. See pages D-14, D-15, and D-16.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages D-27 - D-29.

(d) Projected losses and allocated loss adjustment expenses =
$$[(3) \times (1 + (8))^{(10)}]$$
where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
$$[(5) \times (1 + (9))^{(11)}]$$
where (11) = the number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected general and other acquisition expenses =
$$[(6) \times (1 + (9))^{(12)}]$$
where (12) = the number of years of projection from 7/1/2022 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-41.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2021

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	771,244,193	1,057,762,895	69,324,601
(2) Loss Development Factor (b)	1.018	1.006	1.013
(3) Developed Losses and ALAE (1)x(2)	785,126,588	1,064,109,472	70,225,821
(4) Unallocated Loss Adjustment Expense Factor (See page D-22)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	84,793,672	117,052,042	7,584,389
(6) General and Other Acquisition Expenses (c)	167,210,865	205,020,768	18,849,371
(7) Earned Exposures (a)	7,807,560	7,807,560	4,972,810
(8) Average Annual Change in Losses and ALAE (See page D-9)	4.7%	9.3%	2.1%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	5.06	5.06	5.06
(11) Years of Trend - ULAE (e)	5.06	5.06	5.06
(12) Years of Trend - G & OA Expenses (f)	4.75	4.75	4.75
(13) Projected Losses and ALAE (d)	990,829,754	1,668,523,652	78,020,887
(14) Projected ULAE (e)	103,448,280	142,803,491	9,252,955
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	140.16	232.00	17.55
(16) Projected G & OA Expenses (f)	201,489,092	247,050,025	22,713,492
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.81	31.64	4.57
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	165.97	263.64	22.12
(19) Percentage Dividends (See page D-31)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-22)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	202.40	321.51	26.98
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.54	29.45	2.47
(24) Premium Required per exposure [((21)+(23))]	220.94	350.96	29.45

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments. See pages D-14, D-15, and D-16.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages D-27 - D-29.

(d) Projected losses and allocated loss adjustment expenses =
$$[(3) \times (1 + (8))^{(10)}]$$
where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
$$[(5) \times (1 + (9))^{(11)}]$$
where (11) = the number of years of projection from 7/1/2021 to 7/21/2026.

(f) Projected general and other acquisition expenses =
$$[(6) \times (1 + (9))^{(12)}]$$
where (12) = the number of years of projection from 7/1/2021 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-41.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2023

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	827,663,022	1,611,637,310
(2) Paid to Incurred Factor (See page D-38)	1.015	1.015
(3) Incurred Losses (1)x(2)	840,077,967	1,635,811,870
(4) Loss Adjustment Expense Factor (See page D-20)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	92,408,576	179,939,306
(6) Earned Exposures (c)	6,480,920	6,110,532
(7) General and Other Acquisition Expenses (d)	134,380,907	351,955,383
(8) Average Annual Change in Losses (See page D-9)	15.3%	4.0%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%
(10) Years of Trend - Losses (e)	3.06	3.06
(11) Years of Trend - LAE (f)	3.06	3.06
(12) Years of Trend - G & OA Expenses (g)	2.75	2.75
(13) Projected Losses (e)	1,298,760,537	1,845,195,789
(14) Projected LAE (f)	104,236,874	202,971,537
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	216.48	335.19
(16) Projected G & OA Expenses (g)	149,700,330	392,078,297
(17) Projected Fixed Expenses per exposure [(16)/(6)]	23.10	64.16
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.58	399.35
(19) Percentage Dividends (See page D-31)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-20)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.23	500.44
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.26	83.78
(24) Premium Required per exposure [((21)+(23))]	350.49	584.22
(25) Model Year Trend Factor (See page D-39)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages D-40)	1.119	1.049
(27) Distributional Adjustment Factor (j) (See pages C-22,23)	1.334	0.714
(28) Required Base Class Premium - Model Year 2024, Symbol 11 [(24)/[(25)x(26)x(27)]]	224.26	708.46
(29) Factor for Change in Model Year Base (k)	1.05	1.11
(30) Required Base Class Premium - Model Year 2026, Symbol 11 [(28)x(29)]	$235.47	$786.39
(31) Effective Change (See pages C-16, C-17)	75.8%	3.7%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2023

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses. See pages D-12 and D-13 for the adjustment of wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See pages D-27 and D-30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2023 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2023 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-42.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page D-40. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.

(j) Distributional adjustment factor = Average Rate / Base Deductible Base Class Rate. See pages C-22,23.

(k) Factors corresponding to a two year change in base model year.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2022

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	693,340,413	1,542,348,486
(2) Paid to Incurred Factor (See page D-38)	1.033	1.033
(3) Incurred Losses (1)x(2)	716,220,647	1,593,245,986
(4) Loss Adjustment Expense Factor (See page D-21)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	78,784,271	175,257,058
(6) Earned Exposures (c)	6,389,388	5,998,263
(7) General and Other Acquisition Expenses (d)	119,832,522	318,862,219
(8) Average Annual Change in Losses (See page D-9)	15.8%	5.2%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%
(10) Years of Trend - Losses (e)	4.06	4.06
(11) Years of Trend - LAE (f)	4.06	4.06
(12) Years of Trend - G & OA Expenses (g)	3.75	3.75
(13) Projected Losses (e)	1,299,224,254	1,958,099,317
(14) Projected LAE (f)	92,413,950	205,576,529
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	217.80	360.72
(16) Projected G & OA Expenses (g)	138,766,060	369,242,450
(17) Projected Fixed Expenses per exposure [(16)/(6)]	21.72	61.56
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.52	422.28
(19) Percentage Dividends (See page D-31)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-21)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.15	529.17
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.25	88.59
(24) Premium Required per exposure [((21)+(23))]	350.40	617.76

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2022

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses. See pages D-12 and D-13 for the adjustment of wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See pages D-27 and D-30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2022 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2022 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-42.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page D-40. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	569,961,531	1,281,803,927
(2) Paid to Incurred Factor (See page D-38)	1.021	1.021
(3) Incurred Losses (1)x(2)	581,930,723	1,308,721,809
(4) Loss Adjustment Expense Factor (See page D-22)	0.110	0.110
(5) Loss Adjustment Expense (3b)x(4)	64,012,380	143,959,399
(6) Earned Exposures (c)	6,375,428	5,966,394
(7) General and Other Acquisition Expenses (d)	106,636,451	274,926,028
(8) Average Annual Change in Losses (See page D-9)	16.2%	6.0%
(9) Average Annual Change in Expenses (See page D-8)	4.0%	4.0%
(10) Years of Trend - Losses (e)	5.06	5.06
(11) Years of Trend - LAE (f)	5.06	5.06
(12) Years of Trend - G & OA Expenses (g)	4.75	4.75
(13) Projected Losses (e)	1,244,167,886	1,757,613,389
(14) Projected LAE (f)	78,095,104	175,630,467
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	207.40	324.02
(16) Projected G & OA Expenses (g)	128,496,923	331,285,864
(17) Projected Fixed Expenses per exposure [(16)/(6)]	20.16	55.53
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	227.56	379.55
(19) Percentage Dividends (See page D-31)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page D-24)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	285.16	475.63
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	47.74	79.62
(24) Premium Required per exposure [((21)+(23))]	332.90	555.25

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses. See pages D-12 and D-13 for the adjustment of wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See pages D-27 and D-30.

(e) Projected losses = $[(3b) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2021 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2021 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2021 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-42.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page D-40. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
BODILY INJURY LIABILITY
CALCULATION OF FILED BASE RATES BY TERRITORY

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) 30/60 LOSS COST 3 YRS ENDED 12/31/2023	(3) DISTRIB. ADJUST. FACTOR	(4) BASE CLASS LOSS COST (2)/(3)	(5) CRED	(6) FORM. BASE CLASS LOSS COST	(7) INDEX (6) TO STATE	(8) 50/100 BASE CLASS RATE PRES.	(9) FILED	(10) OFFSET	(11) % CHG.
110	100,093	80.20	0.881	91.03	0.86	92.24	0.780	217	235	1.003	8.0%
120	366,180	95.24	0.834	114.20	1.00	114.20	0.966	248	283	1.002	13.9%
130	439,753	109.58	0.847	129.37	1.00	129.37	1.094	286	316	1.002	10.3%
140	25,702	164.66	0.860	191.47	0.63	187.91	1.589	396	443	1.002	11.6%
150	104,900	141.29	0.896	157.69	1.00	157.69	1.333	318	377	1.003	18.2%
170	168,709	80.54	0.876	91.94	1.00	91.94	0.777	219	235	1.003	7.0%
180	78,069	110.81	0.955	116.03	0.91	115.63	0.978	243	286	1.004	17.2%
190	189,492	90.78	0.896	101.32	1.00	101.32	0.857	234	255	1.002	8.8%
200	93,105	120.42	0.872	138.10	0.98	138.13	1.168	304	335	1.002	10.0%
210	25,328	73.32	0.814	90.07	0.37	99.62	0.842	229	251	1.001	9.5%
220	60,804	124.02	0.821	151.06	0.83	151.85	1.284	339	365	1.002	7.5%
230	94,626	159.71	0.834	191.50	1.00	191.50	1.619	410	451	1.002	9.8%
240	80,330	134.48	0.837	160.67	1.00	160.67	1.358	350	384	1.002	9.5%
250	185,388	153.48	0.906	169.40	1.00	169.40	1.432	336	403	1.003	19.6%
260	584,103	112.44	0.868	129.54	1.00	129.54	1.095	278	316	1.003	13.3%
270	188,800	85.27	0.895	95.27	1.00	95.27	0.805	213	242	1.003	13.3%
280	162,422	142.08	0.929	152.94	1.00	152.94	1.293	339	367	1.002	8.0%
290	101,858	124.12	0.927	133.89	1.00	133.89	1.132	284	325	1.002	14.2%
300	374,615	79.93	0.926	86.32	1.00	86.32	0.730	192	222	1.003	15.3%
310	69,708	68.56	0.918	74.68	0.70	76.25	0.645	174	201	1.003	15.2%
320	907,504	77.80	0.831	93.62	1.00	93.62	0.792	217	238	1.002	9.5%
340	172,499	142.68	0.910	156.79	1.00	156.79	1.326	320	375	1.002	17.0%
350	462,013	93.88	0.872	107.66	1.00	107.66	0.910	217	269	1.003	23.6%
360	180,147	105.29	0.857	122.86	1.00	122.86	1.039	260	302	1.003	15.8%
370	406,747	120.52	0.874	137.89	1.00	137.89	1.166	296	335	1.003	12.8%
380	89,435	131.84	0.844	156.21	1.00	156.21	1.321	333	374	1.003	12.0%
390	242,306	107.19	0.909	117.92	1.00	117.92	0.997	244	291	1.003	18.9%
420	214,230	210.21	0.938	224.10	1.00	224.10	1.895	455	521	1.002	14.3%
440	167,596	135.62	0.883	153.59	1.00	153.59	1.299	309	368	1.002	18.9%
450	75,539	158.70	0.889	178.52	1.00	178.52	1.509	361	422	1.002	16.7%
460	643,935	89.39	0.860	103.94	1.00	103.94	0.879	236	261	1.003	10.3%
470	157,303	110.29	0.847	130.21	1.00	130.21	1.101	280	317	1.002	13.0%
480	218,058	61.43	0.833	73.75	1.00	73.75	0.624	177	195	1.002	9.9%
490	534,547	63.05	0.862	73.14	1.00	73.14	0.618	176	193	1.002	9.4%
SW	7,965,844	103.30	0.873	118.23		118.28					13.1%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PROPERTY DAMAGE LIABILITY
CALCULATION OF FILED BASE RATES BY TERRITORY

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) $25,000 LOSS COST 3 YRS ENDED 12/31/2023	(3) DISTRIB. ADJUST. FACTOR	(4) BASE CLASS LOSS COST (2)/(3)	(5) CRED	(6) FORM. BASE CLASS LOSS COST	(7) INDEX (6) TO STATE	(8) $50,000 BASE CLASS RATE PRES.	(9) FILED	(10) OFFSET	(11) % CHG.
110	100,093	125.79	0.881	142.78	1.00	142.78	0.826	276	334	1.003	20.7%
120	366,180	117.30	0.834	140.65	1.00	140.65	0.813	264	329	1.002	24.4%
130	439,753	127.60	0.847	150.65	1.00	150.65	0.871	278	349	1.002	25.3%
140	25,702	148.73	0.860	172.94	0.93	173.47	1.003	325	396	1.002	21.6%
150	104,900	171.21	0.896	191.08	1.00	191.08	1.105	338	433	1.003	27.7%
170	168,709	131.08	0.876	149.63	1.00	149.63	0.865	284	347	1.003	21.8%
180	78,069	169.47	0.955	177.46	1.00	177.46	1.026	330	405	1.004	22.2%
190	189,492	163.47	0.896	182.44	1.00	182.44	1.055	335	415	1.002	23.6%
200	93,105	161.80	0.872	185.55	1.00	185.55	1.073	339	421	1.002	23.9%
210	25,328	99.48	0.814	122.21	0.71	125.73	0.727	242	298	1.001	23.0%
220	60,804	120.83	0.821	147.17	1.00	147.17	0.851	276	342	1.002	23.7%
230	94,626	134.64	0.834	161.44	1.00	161.44	0.934	293	372	1.002	26.7%
240	80,330	132.22	0.837	157.97	1.00	157.97	0.913	289	364	1.002	25.7%
250	185,388	193.34	0.906	213.40	1.00	213.40	1.234	372	479	1.003	28.4%
260	584,103	156.32	0.868	180.09	1.00	180.09	1.041	320	410	1.003	27.7%
270	188,800	160.23	0.895	179.03	1.00	179.03	1.035	320	408	1.003	27.1%
280	162,422	205.50	0.929	221.21	1.00	221.21	1.279	393	495	1.002	25.7%
290	101,858	181.04	0.927	195.30	1.00	195.30	1.129	356	441	1.002	23.6%
300	374,615	159.98	0.926	172.76	1.00	172.76	0.999	304	395	1.003	29.5%
310	69,708	137.13	0.918	149.38	1.00	149.38	0.864	258	347	1.003	34.1%
320	907,504	121.27	0.831	145.93	1.00	145.93	0.844	272	340	1.002	24.8%
340	172,499	190.65	0.910	209.51	1.00	209.51	1.212	364	471	1.002	29.1%
350	462,013	141.13	0.872	161.85	1.00	161.85	0.936	292	373	1.003	27.4%
360	180,147	142.16	0.857	165.88	1.00	165.88	0.959	295	381	1.003	28.8%
370	406,747	170.50	0.874	195.08	1.00	195.08	1.128	345	442	1.003	27.7%
380	89,435	177.19	0.844	209.94	1.00	209.94	1.214	374	472	1.003	25.8%
390	242,306	181.16	0.909	199.30	1.00	199.30	1.152	343	450	1.003	30.8%
420	214,230	241.61	0.938	257.58	1.00	257.58	1.490	441	571	1.002	29.2%
440	167,596	186.41	0.883	211.11	1.00	211.11	1.221	366	474	1.002	29.2%
450	75,539	195.73	0.889	220.17	1.00	220.17	1.273	382	493	1.002	28.8%
460	643,935	154.46	0.860	179.60	1.00	179.60	1.039	323	410	1.003	26.6%
470	157,303	153.13	0.847	180.79	1.00	180.79	1.045	320	411	1.002	28.2%
480	218,058	111.92	0.833	134.36	1.00	134.36	0.777	253	316	1.002	24.7%
490	534,547	129.32	0.862	150.02	1.00	150.02	0.868	274	348	1.002	26.8%
SW	7,965,844	151.21	0.874	172.92		172.93					26.7%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
MEDICAL PAYMENTS
CALCULATION OF FILED BASE RATES BY TERRITORY

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) LOSS COST 3 YRS ENDED 12/31/2023	(3) DISTRIB. ADJUST. FACTOR	(4) BASE CLASS LOSS COST (2)/(3)	(5) CRED	(6) FORM. BASE CLASS LOSS COST	(7) INDEX (6) TO STATE	(8) $500 BASE CLASS RATE PRES.	(9) FILED	(10) OFFSET	(11) % CHG.
110	66,217	8.30	0.611	13.58	0.57	15.06	0.646	13	13	1.003	-0.3%
120	260,072	12.62	0.575	21.95	1.00	21.95	0.941	17	17	1.002	-0.2%
130	306,622	14.75	0.585	25.21	1.00	25.21	1.081	19	19	1.002	-0.2%
140	15,213	20.47	0.589	34.75	0.47	35.76	1.533	28	26	1.002	-7.3%
150	67,142	17.20	0.620	27.74	0.86	27.52	1.180	20	21	1.003	4.7%
170	113,547	12.74	0.605	21.06	0.87	21.22	0.910	17	17	1.003	-0.3%
180	37,695	17.49	0.626	27.94	0.57	27.74	1.189	21	21	1.004	-0.4%
190	119,151	11.47	0.619	18.53	0.80	19.01	0.815	16	15	1.002	-6.4%
200	55,803	18.00	0.597	30.15	0.69	29.73	1.274	22	22	1.002	-0.2%
210	18,594	13.55	0.569	23.81	0.29	22.71	0.973	17	18	1.001	5.8%
220	41,522	16.87	0.565	29.86	0.67	29.51	1.265	22	22	1.002	-0.2%
230	56,270	19.40	0.566	34.28	0.88	34.09	1.461	25	25	1.002	-0.2%
240	53,543	15.48	0.582	26.60	0.78	27.37	1.173	23	21	1.002	-8.9%
250	84,430	23.03	0.611	37.69	1.00	37.69	1.616	28	27	1.003	-3.9%
260	369,557	16.62	0.597	27.84	1.00	27.84	1.193	21	21	1.003	-0.3%
270	129,555	12.24	0.622	19.68	0.86	19.49	0.835	14	15	1.003	6.8%
280	92,096	20.86	0.634	32.90	1.00	32.90	1.410	25	24	1.002	-4.2%
290	57,368	15.15	0.624	24.28	0.73	24.44	1.048	19	19	1.002	-0.2%
300	236,981	10.93	0.635	17.21	1.00	17.21	0.738	14	14	1.003	-0.3%
310	45,559	7.46	0.629	11.86	0.40	14.18	0.608	12	12	1.003	-0.3%
320	608,745	9.40	0.572	16.43	1.00	16.43	0.704	14	13	1.002	-7.3%
340	92,020	19.33	0.613	31.53	1.00	31.53	1.351	23	23	1.002	-0.2%
350	302,687	11.90	0.603	19.73	1.00	19.73	0.846	15	16	1.003	6.3%
360	115,005	14.50	0.587	24.70	0.96	24.71	1.059	19	19	1.003	-0.3%
370	259,483	16.97	0.601	28.24	1.00	28.24	1.210	21	21	1.003	-0.3%
380	61,304	17.85	0.583	30.62	0.80	29.99	1.285	21	22	1.003	4.4%
390	158,278	13.91	0.631	22.04	1.00	22.04	0.945	17	17	1.003	-0.3%
420	98,010	35.30	0.642	54.98	1.00	54.98	2.357	38	38	1.002	-0.2%
440	93,065	21.32	0.610	34.95	1.00	34.95	1.498	24	25	1.002	4.0%
450	40,368	21.98	0.611	35.97	0.71	34.65	1.485	24	25	1.002	4.0%
460	425,562	12.73	0.593	21.47	1.00	21.47	0.920	16	17	1.003	5.9%
470	108,780	13.76	0.584	23.56	0.95	23.50	1.007	17	18	1.002	5.7%
480	143,044	8.28	0.579	14.30	0.79	14.60	0.626	12	12	1.002	-0.2%
490	346,321	10.17	0.595	17.09	1.00	17.09	0.733	13	14	1.002	7.5%
SW	5,079,609	13.97	0.600	23.29		23.33					0.4%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FULL COVERAGE COMPREHENSIVE
CALCULATION OF FILED BASE RATES BY TERRITORY

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) LOSS COST 3 YRS ENDED 12/31/2023	(3) DISTRIB. ADJUST. FACTOR	(4) BASE CLASS LOSS COST (2)/(3)	(5) CRED	(6) FORM. BASE CLASS LOSS COST	(7) INDEX (6) TO STATE	(8) 2026 SYMBOL 11 BASE CLASS RATE PRES.	(9) FILED	(10) OFFSET	(11) % CHG.
110	82,981	109.59	1.308	83.78	1.00	83.78	1.008	143	219	0.92365	65.8%
120	260,863	175.16	1.227	142.75	1.00	142.75	1.718	242	363	0.92365	62.4%
130	303,984	150.34	1.243	120.95	1.00	120.95	1.455	196	310	0.92365	71.2%
140	17,616	117.83	1.264	93.22	0.99	93.27	1.122	158	242	0.92365	65.8%
150	86,168	128.01	1.338	95.67	1.00	95.67	1.151	151	248	0.92365	77.8%
170	152,903	89.52	1.289	69.45	1.00	69.45	0.836	118	184	0.92365	68.8%
180	84,224	108.20	1.295	83.55	1.00	83.55	1.005	127	219	0.92365	86.7%
190	173,296	69.91	1.404	49.79	1.00	49.79	0.599	84	136	0.92365	75.3%
200	77,543	93.64	1.327	70.57	1.00	70.57	0.849	116	187	0.92365	74.5%
210	23,219	83.14	1.327	62.65	0.98	62.74	0.755	108	168	0.92365	68.4%
220	40,134	187.24	1.180	158.68	1.00	158.68	1.909	250	402	0.92365	74.1%
230	62,498	137.53	1.232	111.63	1.00	111.63	1.343	164	287	0.92365	89.5%
240	56,411	149.37	1.228	121.64	1.00	121.64	1.464	196	312	0.92365	72.3%
250	206,565	108.76	1.375	79.10	1.00	79.10	0.952	120	208	0.92365	87.7%
260	484,732	118.57	1.329	89.22	1.00	89.22	1.074	140	233	0.92365	80.2%
270	188,643	90.25	1.500	60.17	1.00	60.17	0.724	97	161	0.92365	79.7%
280	134,655	95.70	1.391	68.80	1.00	68.80	0.828	104	183	0.92365	90.5%
290	77,651	106.14	1.349	78.68	1.00	78.68	0.947	122	207	0.92365	83.7%
300	357,773	91.24	1.456	62.66	1.00	62.66	0.754	99	168	0.92365	83.7%
310	66,805	104.20	1.431	72.82	1.00	72.82	0.876	109	192	0.92365	90.7%
320	680,743	128.32	1.269	101.12	1.00	101.12	1.217	166	262	0.92365	70.9%
340	126,369	105.69	1.335	79.17	1.00	79.17	0.953	126	208	0.92365	78.7%
350	389,061	94.36	1.401	67.35	1.00	67.35	0.810	110	179	0.92365	76.2%
360	131,591	99.75	1.297	76.91	1.00	76.91	0.925	122	202	0.92365	79.3%
370	333,800	98.92	1.381	71.63	1.00	71.63	0.862	112	189	0.92365	82.7%
380	66,034	123.30	1.261	97.78	1.00	97.78	1.177	164	253	0.92365	67.0%
390	235,890	99.47	1.607	61.90	1.00	61.90	0.745	100	166	0.92365	79.7%
420	161,787	123.84	1.372	90.26	1.00	90.26	1.086	128	235	0.92365	98.8%
440	142,774	102.27	1.431	71.47	1.00	71.47	0.860	113	189	0.92365	81.1%
450	55,607	92.45	1.277	72.40	1.00	72.40	0.871	117	191	0.92365	76.7%
460	519,991	94.74	1.398	67.77	1.00	67.77	0.815	109	180	0.92365	78.8%
470	113,510	124.85	1.260	99.09	1.00	99.09	1.192	160	256	0.92365	73.2%
480	158,256	135.03	1.300	103.87	1.00	103.87	1.250	171	268	0.92365	69.7%
490	426,643	92.16	1.361	67.71	1.00	67.71	0.815	117	180	0.92365	66.6%
SW	6,480,720	110.95	1.334	83.11		83.11					75.8%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
$100 DEDUCTIBLE COLLISION
CALCULATION OF FILED BASE RATES BY TERRITORY

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) LOSS COST 3 YRS ENDED 12/31/2023	(3) DISTRIB. ADJUST. FACTOR	(4) BASE CLASS LOSS COST (2)/(3)	(5) CRED	(6) FORM. BASE CLASS LOSS COST	(7) INDEX (6) TO STATE	(8) 2026 SYMBOL 11 BASE CLASS RATE PRES.	(9) FILED	(10) OFFSET	(11) % CHG.
110	80,062	207.24	0.706	293.54	1.00	293.54	0.836	652	669	0.99657	3.0%
120	240,173	224.33	0.648	346.19	1.00	346.19	0.986	768	772	0.99459	1.1%
130	286,486	224.85	0.658	341.72	1.00	341.72	0.973	753	764	0.99558	1.9%
140	16,794	277.99	0.681	408.21	1.00	408.21	1.163	877	895	0.99361	2.7%
150	83,240	257.74	0.731	352.59	1.00	352.59	1.004	756	786	0.99657	4.3%
170	147,432	202.79	0.711	285.22	1.00	285.22	0.812	654	653	0.99657	0.2%
180	81,379	274.79	0.794	346.08	1.00	346.08	0.986	783	779	1.00249	-0.8%
190	167,782	221.04	0.738	299.51	1.00	299.51	0.853	664	681	0.99657	2.9%
200	74,889	233.33	0.711	328.17	1.00	328.17	0.935	716	736	0.99361	3.5%
210	22,390	164.71	0.674	244.38	0.82	246.93	0.703	558	573	0.99065	3.7%
220	37,013	229.73	0.638	360.08	1.00	360.08	1.026	781	800	0.99459	3.0%
230	59,721	270.03	0.668	404.24	1.00	404.24	1.151	847	887	0.99459	5.3%
240	52,678	234.88	0.665	353.20	1.00	353.20	1.006	817	786	0.99459	-3.3%
250	199,515	336.46	0.775	434.14	1.00	434.14	1.237	915	949	0.99657	4.1%
260	461,533	249.75	0.709	352.26	1.00	352.26	1.003	770	786	0.99657	2.4%
270	182,453	235.70	0.767	307.30	1.00	307.30	0.875	668	699	0.99953	4.7%
280	130,152	312.53	0.768	406.94	1.00	406.94	1.159	854	894	0.99558	5.1%
290	74,314	299.97	0.757	396.26	1.00	396.26	1.129	854	872	0.99459	2.7%
300	346,265	239.48	0.783	305.85	1.00	305.85	0.871	653	696	0.99953	6.6%
310	64,126	214.88	0.757	283.86	1.00	283.86	0.809	588	652	0.99854	11.0%
320	609,177	207.33	0.648	319.95	1.00	319.95	0.911	703	721	0.99558	3.0%
340	119,157	303.91	0.721	421.51	1.00	421.51	1.201	895	923	0.99558	3.6%
350	365,654	227.15	0.709	320.38	1.00	320.38	0.913	689	723	0.99657	5.3%
360	120,678	230.29	0.671	343.20	1.00	343.20	0.978	733	768	0.99558	5.2%
370	315,324	274.76	0.725	378.98	1.00	378.98	1.079	794	840	0.99755	6.1%
380	62,113	276.38	0.676	408.85	1.00	408.85	1.165	838	899	0.99657	7.6%
390	229,537	298.59	0.819	364.58	1.00	364.58	1.038	756	813	0.99953	7.6%
420	156,232	421.97	0.791	533.46	1.00	533.46	1.519	1093	1142	0.99361	5.2%
440	137,259	307.99	0.757	406.86	1.00	406.86	1.159	867	894	0.99558	3.6%
450	52,290	310.10	0.707	438.61	1.00	438.61	1.249	920	955	0.99361	4.5%
460	484,443	253.11	0.711	355.99	1.00	355.99	1.014	773	793	0.99657	2.9%
470	103,569	239.97	0.659	364.14	1.00	364.14	1.037	794	809	0.99558	2.3%
480	143,385	207.89	0.640	324.83	1.00	324.83	0.925	723	729	0.99361	1.5%
490	403,116	227.97	0.681	334.76	1.00	334.76	0.953	733	749	0.99361	2.8%
SW	6,110,331	250.87	0.714	351.08		351.09					3.7%

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE
NOTES TO CALCULATION OF FILED BASE RATES BY TERRITORY

Liability data shown in column (1) and column (2) is total market data. Comprehensive data are for Full Coverage, $50, $100, $250, $500 and $1,000 deductibles. Collision data are for $50, $100, $200, $250, $500 and $1,000 deductibles. Physical Damage data is total market data.

Column

(1) Earned exposures for the year ended 12/31/2023.

(2) Pure premium (losses divided by exposures) for the three years ended 12/31/2023. Liability data are developed to ultimate. Comprehensive data are adjusted by territory by replacing the actual wind and water losses incurred in the latest three years with a long-term territory wind and water provision.

(3) Distributional adjustment factor = Present average premium for year ended 12/31/2023 divided by the current base class base rate. See pages C-19-23.

(4) Base Class Loss Cost = Col.(2) / Col.(3)

(5) Credibility is determined by each territory's three year number of claims using the credibility tables shown on page D-36. Comprehensive claims have been adjusted to reflect normalized wind and water claims.

(6) Formula base class loss cost = [Col.(4) x Col.(5)] + [Statewide Col.(4)x{1-Col.(5)} x HAF] where HAF is the historical adjustment factor and is equal to the ratio of the current base class base rate to the statewide average base class base rate. See pages C-19-23.

(7) Index to state = Col.(6) / Statewide Col.(6)

(8) Present base rates currently in effect as of the date of this filing. For physical damage, the rates shown are for the model year specified.

(9) The filed base rate is calculated by the following formula: {[RBCP x VR x Col.(7)] + FE } x offset

RBCP = Required base class premium, as shown on pages C-1, C-7.
VR = variable ratio FE = flattened expense amount

The variable ratio and flattened expense amount account for the flattening of 100% of general and other acquisition expenses by territory and are calculated below:

	BI	PD	Med Pay	Comp	Coll
(1) Projected general and other acquisition expenses per exposure (from page C-1, line (17) and page C-7, line (17))	25.75	31.67	4.50	23.10	64.16
(2) Required average premium per exposure (from pages C-1, line (24) and C-7, line (24))	215.98	330.31	28.65	350.49	584.22
(3) Fixed ratio = (1) / (2)	0.119	0.096	0.157	0.066	0.110
(4) Variable ratio 1 - (3)	0.881	0.904	0.843	0.934	0.890
(5) Required Base Class Premium (from page C-1, line (29) and page C-7, line (30))	290.97	394.59	17.91	235.47	786.39
(6) Flattened expenses (5) x (3)	34.63	37.88	2.81	15.54	86.50

(10) The offsets required so that filed changes will have no rate level effect are as follows:
Statewide offsets for the change in model year base from 2024 to 2026 are 1.015 for Comprehensive and 1.012 for Collision. See pages C-24-C-62. Statewide offsets for the change in deductible relativities are 0.910 for Comprehensive and 0.975 for Collision. See page H-6. Offsets for changes in classification factors for all coverage other than Comprehensive are calculated by-territory and are contained on page I-11. No changes have been proposed to the Comprehensive class factors. The offsets shown in Column (10) are the product of all applicable offset factors.

(11) The percent change is calculated by the following formula: [(9)/(8)/(10)]-1.00. The statewide change is determined by weighing the territory changes on each territory's base premium.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
BODILY INJURY LIABILITY

CALCULATION OF TERRITORY DISTRIBUTIONAL ADJUSTMENT FACTORS
AND HISTORICAL ADJUSTMENT FACTORS

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) 30/60 PRES. AVG. PREM(A)	(3) 30/60 BASE CLASS RATE(B)	(4) (2)/(3) DISTRIB. ADJUST. FACTOR	(5) (3)/SW(3) HISTORICAL ADJUST. FACTOR
110	100,093	157.65	179	0.881	0.842
120	366,180	170.92	205	0.834	0.964
130	439,753	199.78	236	0.847	1.110
140	25,702	281.29	327	0.860	1.538
150	104,900	235.58	263	0.896	1.237
170	168,709	158.60	181	0.876	0.851
180	78,069	192.03	201	0.955	0.945
190	189,492	173.01	193	0.896	0.908
200	93,105	218.79	251	0.872	1.180
210	25,328	153.79	189	0.814	0.889
220	60,804	229.81	280	0.821	1.317
230	94,626	282.64	339	0.834	1.594
240	80,330	241.96	289	0.837	1.359
250	185,388	251.74	278	0.906	1.307
260	584,103	199.70	230	0.868	1.082
270	188,800	157.54	176	0.895	0.828
280	162,422	260.06	280	0.929	1.317
290	101,858	217.88	235	0.927	1.105
300	374,615	147.19	159	0.926	0.748
310	69,708	132.21	144	0.918	0.677
320	907,504	148.70	179	0.831	0.842
340	172,499	240.25	264	0.910	1.242
350	462,013	156.10	179	0.872	0.842
360	180,147	184.30	215	0.857	1.011
370	406,747	214.08	245	0.874	1.152
380	89,435	232.13	275	0.844	1.293
390	242,306	183.60	202	0.909	0.950
420	214,230	352.69	376	0.938	1.768
440	167,596	225.24	255	0.883	1.199
450	75,539	264.86	298	0.889	1.401
460	643,935	167.68	195	0.860	0.917
470	157,303	195.58	231	0.847	1.086
480	218,058	121.66	146	0.833	0.687
490	534,547	125.01	145	0.862	0.682
SW	7,965,844	185.59	212.63	0.873	

(A) Total Market Data at Rate Bureau rates. Average premium is calculated at the 30/60 limit using the base class rates shown in Column (3).

(B) Base Class Rates for the 30/60 limit were derived from the 50/100 base class rates to be implemented on July 1, 2025.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PROPERTY DAMAGE LIABILITY

CALCULATION OF TERRITORY DISTRIBUTIONAL ADJUSTMENT FACTORS
AND HISTORICAL ADJUSTMENT FACTORS

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) $25000 PRES. AVG. PREM(A)	(3) $25000 BASE CLASS RATE(B)	(4) (2)/(3) DISTRIB. ADJUST. FACTOR	(5) (3)/SW(3) HISTORICAL ADJUST. FACTOR
110	100,093	222.83	253	0.881	0.887
120	366,180	201.77	242	0.834	0.848
130	439,753	215.87	255	0.847	0.894
140	25,702	256.35	298	0.860	1.044
150	104,900	277.69	310	0.896	1.086
170	168,709	227.82	260	0.876	0.911
180	78,069	288.52	302	0.955	1.058
190	189,492	275.21	307	0.896	1.076
200	93,105	271.09	311	0.872	1.090
210	25,328	180.64	222	0.814	0.778
220	60,804	207.65	253	0.821	0.887
230	94,626	224.28	269	0.834	0.943
240	80,330	221.87	265	0.837	0.929
250	185,388	308.79	341	0.906	1.195
260	584,103	254.40	293	0.868	1.027
270	188,800	262.27	293	0.895	1.027
280	162,422	334.37	360	0.929	1.262
290	101,858	302.25	326	0.927	1.143
300	374,615	258.28	279	0.926	0.978
310	69,708	216.67	236	0.918	0.827
320	907,504	206.85	249	0.831	0.873
340	172,499	303.95	334	0.910	1.171
350	462,013	233.71	268	0.872	0.939
360	180,147	231.44	270	0.857	0.946
370	406,747	276.12	316	0.874	1.108
380	89,435	289.53	343	0.844	1.202
390	242,306	285.40	314	0.909	1.101
420	214,230	378.95	404	0.938	1.416
440	167,596	295.90	335	0.883	1.174
450	75,539	311.07	350	0.889	1.227
460	643,935	254.53	296	0.860	1.037
470	157,303	248.08	293	0.847	1.027
480	218,058	193.32	232	0.833	0.813
490	534,547	216.40	251	0.862	0.880
SW	7,965,844	249.31	285.32	0.874	

(A) Total Market Data at Rate Bureau rates. Average premium is calculated at the $25,000 limit using the base class rates shown in Column (3).

(B) Base Class Rates for the $25,000 limit are derived from the $50,000 base class rates to be implemented on July 1, 2025.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
MEDICAL PAYMENTS

CALCULATION OF TERRITORY DISTRIBUTIONAL ADJUSTMENT FACTORS
AND HISTORICAL ADJUSTMENT FACTORS

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) $500 PRES. AVG. PREM(A)	(3) $500 BASE CLASS RATE	(4) (2)/(3) DISTRIB. ADJUST. FACTOR	(5) (3)/SW(3) HISTORICAL ADJUST. FACTOR
110	66,217	7.94	13	0.611	0.731
120	260,072	9.78	17	0.575	0.956
130	306,622	11.12	19	0.585	1.068
140	15,213	16.50	28	0.589	1.574
150	67,142	12.39	20	0.620	1.124
170	113,547	10.29	17	0.605	0.956
180	37,695	13.15	21	0.626	1.180
190	119,151	9.90	16	0.619	0.899
200	55,803	13.14	22	0.597	1.237
210	18,594	9.67	17	0.569	0.956
220	41,522	12.42	22	0.565	1.237
230	56,270	14.15	25	0.566	1.405
240	53,543	13.38	23	0.582	1.293
250	84,430	17.12	28	0.611	1.574
260	369,557	12.54	21	0.597	1.180
270	129,555	8.71	14	0.622	0.787
280	92,096	15.84	25	0.634	1.405
290	57,368	11.85	19	0.624	1.068
300	236,981	8.89	14	0.635	0.787
310	45,559	7.55	12	0.629	0.675
320	608,745	8.01	14	0.572	0.787
340	92,020	14.11	23	0.613	1.293
350	302,687	9.04	15	0.603	0.843
360	115,005	11.15	19	0.587	1.068
370	259,483	12.63	21	0.601	1.180
380	61,304	12.24	21	0.583	1.180
390	158,278	10.73	17	0.631	0.956
420	98,010	24.38	38	0.642	2.136
440	93,065	14.64	24	0.610	1.349
450	40,368	14.67	24	0.611	1.349
460	425,562	9.49	16	0.593	0.899
470	108,780	9.92	17	0.584	0.956
480	143,044	6.95	12	0.579	0.675
490	346,321	7.74	13	0.595	0.731
SW	5,079,609	10.67	17.79	0.600	
Avg. ILF		2.667			
Total		28.46		1.600	

(A) Total Market Data at Rate Bureau rates.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FULL COVERAGE COMPREHENSIVE

CALCULATION OF TERRITORY DISTRIBUTIONAL ADJUSTMENT FACTORS
AND HISTORICAL ADJUSTMENT FACTORS

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) PRES. AVG. PREM	(3) Full Coverage BASE CLASS* RATE	(4) (2)/(3) DISTRIB. ADJUST. FACTOR	(5) (3)/SW(3) HISTORICAL ADJUST. FACTOR
110	82,981	177.88	136	1.308	1.066
120	260,863	282.23	230	1.227	1.803
130	303,984	232.37	187	1.243	1.466
140	17,616	189.67	150	1.264	1.176
150	86,168	192.64	144	1.338	1.129
170	152,903	144.41	112	1.289	0.878
180	84,224	156.73	121	1.295	0.949
190	173,296	112.35	80	1.404	0.627
200	77,543	146.00	110	1.327	0.863
210	23,219	136.71	103	1.327	0.808
220	40,134	280.95	238	1.180	1.866
230	62,498	192.17	156	1.232	1.223
240	56,411	229.72	187	1.228	1.466
250	206,565	156.72	114	1.375	0.894
260	484,732	176.73	133	1.329	1.043
270	188,643	138.01	92	1.500	0.721
280	134,655	137.70	99	1.391	0.776
290	77,651	156.43	116	1.349	0.910
300	357,773	136.89	94	1.456	0.737
310	66,805	148.82	104	1.431	0.815
320	680,743	200.47	158	1.269	1.239
340	126,369	160.19	120	1.335	0.941
350	389,061	147.10	105	1.401	0.823
360	131,591	150.50	116	1.297	0.910
370	333,800	147.81	107	1.381	0.839
380	66,034	196.68	156	1.261	1.223
390	235,890	152.70	95	1.607	0.745
420	161,787	167.34	122	1.372	0.957
440	142,774	154.52	108	1.431	0.847
450	55,607	141.70	111	1.277	0.870
460	519,991	145.35	104	1.398	0.815
470	113,510	191.45	152	1.260	1.192
480	158,256	211.89	163	1.300	1.278
490	426,643	151.10	111	1.361	0.870
SW	6,480,720	170.13	127.53	1.334	

* Model year 2024, symbol = 11.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
$100 DEDUCTIBLE COLLISION

CALCULATION OF TERRITORY DISTRIBUTIONAL ADJUSTMENT FACTORS
AND HISTORICAL ADJUSTMENT FACTORS

TERR	(1) EARNED CAR YEARS YR. ENDED 12/31/2023	(2) PRES. AVG. PREM	(3) $100 Ded. BASE CLASS* RATE	(4) (2)/(3) DISTRIB. ADJUST. FACTOR	(5) (3)/SW(3) HISTORICAL ADJUST. FACTOR
110	80,062	414.37	587	0.706	0.859
120	240,173	448.68	692	0.648	1.013
130	286,486	446.40	678	0.658	0.993
140	16,794	538.33	790	0.681	1.157
150	83,240	498.11	681	0.731	0.997
170	147,432	418.85	589	0.711	0.862
180	81,379	559.96	705	0.794	1.032
190	167,782	441.11	598	0.738	0.876
200	74,889	458.59	645	0.711	0.944
210	22,390	338.92	503	0.674	0.736
220	37,013	449.15	704	0.638	1.031
230	59,721	509.85	763	0.668	1.117
240	52,678	489.25	736	0.665	1.078
250	199,515	638.22	824	0.775	1.206
260	461,533	492.39	694	0.709	1.016
270	182,453	461.65	602	0.767	0.881
280	130,152	590.78	769	0.768	1.126
290	74,314	581.82	769	0.757	1.126
300	346,265	460.18	588	0.783	0.861
310	64,126	401.20	530	0.757	0.776
320	609,177	410.36	633	0.648	0.927
340	119,157	580.94	806	0.721	1.180
350	365,654	440.47	621	0.709	0.909
360	120,678	442.85	660	0.671	0.966
370	315,324	518.66	715	0.725	1.047
380	62,113	510.07	755	0.676	1.105
390	229,537	557.48	681	0.819	0.997
420	156,232	779.20	985	0.791	1.442
440	137,259	591.20	781	0.757	1.143
450	52,290	586.47	829	0.707	1.214
460	484,443	494.59	696	0.711	1.019
470	103,569	471.01	715	0.659	1.047
480	143,385	416.69	651	0.640	0.953
490	403,116	449.75	660	0.681	0.966
SW	6,110,331	487.59	683.00	0.714	

* Model year 2024, symbol = 11.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

CALCULATION OF OFFSETS FOR THE CHANGE IN BASE MODEL YEAR

Notes for the determination of the Offsets for the Shift to a 2026 Base Model Year.

The offsets used are necessary so that no overall rate level change will result from the change in model year base from 2024 to 2026. The data used are the model year distributions underlying Comprehensive and Collision coverages for the year ending 12/31/2023. These distributions are used to determine the anticipated revenue impact of a two year shift in the model year base.

Column (1): Model Year

Column (2): Symbol

Column (3): Written Premium for all deductibles combined for year ended 12/31/2023.

Column (4): Relativity at the current base model year (2024), prior to the two year shift. Model years 1989 and prior are based on a previous 21 symbol table. Model years 1990 - 2010 are based on a 27 symbol table with a symbol 8 base. Model years 2011 and subsequent are based on a 75 symbol table with a symbol 11 base.

Column (5) [Comp]: Column (4)/1.05 where 1.05 is the current change in model year relativity representing a two year change in model year base for Comprehensive. Column (5) [Coll]: Column (4)/1.11 where 1.11 is the current change in model year relativity representing a two year change in model year base for Collision.

Column (6): Relativity at the revised base model year (2026), representing a two year base shift.

Column (7): Column (6) / Column (5)

Column (8): Columnn (7) x Column (3)

The offset is derived by dividing the total of column (3) by the total of column (8).

See following pages for the calculation of the offsets. The calculations for Comprehensive are contained on pages C-25-43 and the calculations for Collision are contained on pages C-44-62.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
1989	1	68,768	0.09	0.0857	0.09	1.0500	72,206
1989	2	24,239	0.11	0.1048	0.11	1.0500	25,451
1989	3	63,044	0.15	0.1429	0.15	1.0500	66,196
1989	4	43,119	0.18	0.1714	0.18	1.0500	45,275
1989	5	125,760	0.21	0.2000	0.21	1.0500	132,048
1989	6	54,997	0.28	0.2667	0.28	1.0500	57,747
1989	7	235,131	0.34	0.3238	0.34	1.0500	246,888
1989	8	158,860	0.40	0.3810	0.40	1.0500	166,803
1989	10	221,896	0.51	0.4857	0.51	1.0500	232,991
1989	11	192,102	0.62	0.5905	0.62	1.0500	201,707
1989	12	180,579	0.72	0.6857	0.72	1.0500	189,608
1989	13	98,005	0.85	0.8095	0.85	1.0500	102,905
1989	14	85,835	1.00	0.9524	1.00	1.0500	90,127
1989	15	56,739	1.21	1.1524	1.21	1.0500	59,576
1989	16	45,288	1.47	1.4000	1.47	1.0500	47,552
1989	17	50,560	1.76	1.6762	1.76	1.0500	53,088
1989	18	51,733	2.10	2.0000	2.10	1.0500	54,320
1989	19	64,960	2.51	2.3905	2.51	1.0500	68,208
1989	20	36,537	2.98	2.8381	2.98	1.0500	38,364
1989	21	84,579	4.12	3.9238	4.12	1.0500	88,808
Model Years 1990-2010 combined							
2010	1	57,739	0.25	0.2381	0.25	1.0500	60,626
2010	2	63,227	0.34	0.3238	0.34	1.0500	66,388
2010	3	81,650	0.39	0.3714	0.39	1.0500	85,733
2010	4	167,087	0.43	0.4095	0.43	1.0500	175,441
2010	5	572,822	0.49	0.4667	0.49	1.0500	601,463
2010	6	906,072	0.55	0.5238	0.55	1.0500	951,376
2010	7	2,013,327	0.60	0.5714	0.60	1.0500	2,113,993
2010	8	4,927,659	0.65	0.6190	0.65	1.0500	5,174,042
2010	10	7,283,053	0.70	0.6667	0.70	1.0500	7,647,206
2010	11	11,308,968	0.76	0.7238	0.76	1.0500	11,874,416
2010	12	17,166,942	0.83	0.7905	0.83	1.0500	18,025,289
2010	13	18,980,021	0.89	0.8476	0.89	1.0500	19,929,022
2010	14	23,153,087	0.96	0.9143	0.96	1.0500	24,310,741
2010	15	23,146,233	1.06	1.0095	1.06	1.0500	24,303,545
2010	16	19,400,165	1.16	1.1048	1.16	1.0500	20,370,173
2010	17	13,003,201	1.29	1.2286	1.29	1.0500	13,653,361
2010	18	10,282,238	1.40	1.3333	1.40	1.0500	10,796,350
2010	19	8,936,040	1.53	1.4571	1.53	1.0500	9,382,842
2010	20	7,452,776	1.70	1.6190	1.70	1.0500	7,825,415
2010	21	5,820,386	1.89	1.8000	1.89	1.0500	6,111,405
2010	22	5,085,566	2.13	2.0286	2.13	1.0500	5,339,844
2010	23	4,412,297	2.39	2.2762	2.39	1.0500	4,632,912
2010	24	3,430,564	2.76	2.6286	2.76	1.0500	3,602,092
2010	25	2,140,691	3.40	3.2381	3.40	1.0500	2,247,726
2010	26	1,214,011	4.17	3.9714	4.17	1.0500	1,274,712
2010	27	3,196,286	4.86	4.6286	4.86	1.0500	3,356,100

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
Model Years 2011-2012 combined							
2012	1	58,924	0.20	0.1905	0.20	1.0500	61,870
2012	2	37,657	0.27	0.2571	0.27	1.0500	39,540
2012	3	20,344	0.33	0.3143	0.33	1.0500	21,361
2012	4	39,641	0.38	0.3619	0.38	1.0500	41,623
2012	5	64,712	0.43	0.4095	0.43	1.0500	67,948
2012	6	61,773	0.47	0.4476	0.47	1.0500	64,862
2012	7	92,624	0.53	0.5048	0.53	1.0500	97,255
2012	8	144,599	0.57	0.5429	0.57	1.0500	151,829
2012	10	300,269	0.61	0.5810	0.61	1.0500	315,282
2012	11	355,275	0.65	0.6190	0.65	1.0500	373,039
2012	12	779,669	0.68	0.6476	0.68	1.0500	818,652
2012	13	625,400	0.71	0.6762	0.71	1.0500	656,670
2012	14	683,359	0.74	0.7048	0.74	1.0500	717,527
2012	15	1,428,329	0.77	0.7333	0.77	1.0500	1,499,745
2012	16	1,500,571	0.81	0.7714	0.81	1.0500	1,575,600
2012	17	2,190,815	0.84	0.8000	0.84	1.0500	2,300,356
2012	18	2,631,887	0.87	0.8286	0.87	1.0500	2,763,481
2012	19	3,083,779	0.90	0.8571	0.90	1.0500	3,237,968
2012	20	4,538,745	0.92	0.8762	0.92	1.0500	4,765,682
2012	21	4,802,930	0.96	0.9143	0.96	1.0500	5,043,077
2012	22	3,607,708	0.98	0.9333	0.98	1.0500	3,788,093
2012	23	4,323,907	1.01	0.9619	1.01	1.0500	4,540,102
2012	24	2,773,343	1.04	0.9905	1.04	1.0500	2,912,010
2012	25	2,933,516	1.07	1.0190	1.07	1.0500	3,080,192
2012	26	2,403,073	1.11	1.0571	1.11	1.0500	2,523,227
2012	27	3,045,525	1.14	1.0857	1.14	1.0500	3,197,801
2012	28	2,624,696	1.18	1.1238	1.18	1.0500	2,755,931
2012	29	2,151,890	1.22	1.1619	1.22	1.0500	2,259,485
2012	30	2,033,200	1.25	1.1905	1.25	1.0500	2,134,860
2012	31	1,471,520	1.29	1.2286	1.29	1.0500	1,545,096
2012	32	1,332,568	1.33	1.2667	1.33	1.0500	1,399,196
2012	33	1,202,978	1.37	1.3048	1.37	1.0500	1,263,127
2012	34	1,241,680	1.40	1.3333	1.40	1.0500	1,303,764
2012	35	985,358	1.43	1.3619	1.43	1.0500	1,034,626
2012	36	1,349,149	1.47	1.4000	1.47	1.0500	1,416,606
2012	37	871,693	1.52	1.4476	1.52	1.0500	915,278
2012	38	1,138,581	1.58	1.5048	1.58	1.0500	1,195,510
2012	39	668,202	1.63	1.5524	1.63	1.0500	701,612
2012	40	819,822	1.68	1.6000	1.68	1.0500	860,813
2012	41	598,926	1.74	1.6571	1.74	1.0500	628,872
2012	42	443,176	1.79	1.7048	1.79	1.0500	465,335
2012	43	818,230	1.85	1.7619	1.85	1.0500	859,142
2012	44	611,030	1.90	1.8095	1.90	1.0500	641,582
2012	45	548,094	1.95	1.8571	1.95	1.0500	575,499
2012	46	318,382	2.02	1.9238	2.02	1.0500	334,301
2012	47	216,342	2.08	1.9810	2.08	1.0500	227,159
2012	48	269,326	2.15	2.0476	2.15	1.0500	282,792
2012	49	487,716	2.21	2.1048	2.21	1.0500	512,102
2012	50	469,168	2.27	2.1619	2.27	1.0500	492,626
2012	51	552,429	2.33	2.2190	2.33	1.0500	580,050
2012	52	329,732	2.40	2.2857	2.40	1.0500	346,219

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2012	53	208,511	2.46	2.3429	2.46	1.0500	218,937
2012	54	593,137	2.55	2.4286	2.55	1.0500	622,794
2012	55	916,560	2.68	2.5524	2.68	1.0500	962,388
2012	56	1,329,535	2.82	2.6857	2.82	1.0500	1,396,012
2012	57	888,993	2.98	2.8381	2.98	1.0500	933,443
2012	58	682,335	3.21	3.0571	3.21	1.0500	716,452
2012	59	477,136	3.56	3.3905	3.56	1.0500	500,993
2012	60	648,208	3.95	3.7619	3.95	1.0500	680,618
2012	61	432,590	4.31	4.1048	4.31	1.0500	454,220
2012	62	361,979	4.65	4.4286	4.65	1.0500	380,078
2012	63	189,273	4.99	4.7524	4.99	1.0500	198,737
2012	64	113,979	5.33	5.0762	5.33	1.0500	119,678
2012	65	142,129	5.67	5.4000	5.67	1.0500	149,235
2012	66	271,386	6.19	5.8952	6.19	1.0500	284,955
2012	67	167,563	6.87	6.5429	6.87	1.0500	175,941
2012	68	49,369	7.55	7.1905	7.55	1.0500	51,837
2012	69	341,655	8.24	7.8476	8.24	1.0500	358,738
2012	70	226,428	8.92	8.4952	8.92	1.0500	237,749
2012	71	10,628	9.60	9.1429	9.60	1.0500	11,159
2012	72	1,920	10.28	9.7905	10.28	1.0500	2,016
2012	73	1,334	10.97	10.4476	10.97	1.0500	1,401
2012	74	6,456	11.65	11.0952	11.65	1.0500	6,779
2012	75	35,146	12.33	11.7429	12.33	1.0500	36,903
2013	1	28,716	0.22	0.2095	0.20	0.9545	27,411
2013	2	7,938	0.29	0.2762	0.27	0.9776	7,760
2013	3	6,991	0.36	0.3429	0.33	0.9625	6,729
2013	4	5,227	0.42	0.4000	0.38	0.9500	4,966
2013	5	13,974	0.47	0.4476	0.43	0.9606	13,424
2013	6	17,290	0.52	0.4952	0.47	0.9490	16,409
2013	7	78,077	0.58	0.5524	0.53	0.9595	74,914
2013	8	42,228	0.62	0.5905	0.57	0.9653	40,764
2013	10	112,459	0.67	0.6381	0.61	0.9560	107,507
2013	11	92,146	0.71	0.6762	0.65	0.9613	88,577
2013	12	314,148	0.75	0.7143	0.68	0.9520	299,069
2013	13	161,952	0.77	0.7333	0.71	0.9682	156,799
2013	14	373,834	0.81	0.7714	0.74	0.9593	358,604
2013	15	591,125	0.84	0.8000	0.77	0.9625	568,958
2013	16	807,744	0.88	0.8381	0.81	0.9665	780,666
2013	17	1,307,038	0.92	0.8762	0.84	0.9587	1,253,052
2013	18	1,997,703	0.95	0.9048	0.87	0.9616	1,920,949
2013	19	1,843,566	0.98	0.9333	0.90	0.9643	1,777,724
2013	20	1,703,429	1.01	0.9619	0.92	0.9564	1,629,220
2013	21	2,904,586	1.04	0.9905	0.96	0.9692	2,815,214
2013	22	1,973,314	1.07	1.0190	0.98	0.9617	1,897,701
2013	23	3,094,127	1.11	1.0571	1.01	0.9554	2,956,146
2013	24	2,574,019	1.14	1.0857	1.04	0.9579	2,465,639
2013	25	2,768,639	1.17	1.1143	1.07	0.9603	2,658,603
2013	26	1,637,886	1.21	1.1524	1.11	0.9632	1,577,650
2013	27	2,375,587	1.24	1.1810	1.14	0.9653	2,293,208
2013	28	2,124,789	1.29	1.2286	1.18	0.9605	2,040,786

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2013	29	1,324,099	1.33	1.2667	1.22	0.9632	1,275,316
2013	30	3,179,163	1.36	1.2952	1.25	0.9651	3,068,126
2013	31	1,167,633	1.41	1.3429	1.29	0.9606	1,121,673
2013	32	1,175,466	1.45	1.3810	1.33	0.9631	1,132,095
2013	33	898,891	1.49	1.4190	1.37	0.9654	867,822
2013	34	1,054,898	1.53	1.4571	1.40	0.9608	1,013,529
2013	35	554,690	1.56	1.4857	1.43	0.9625	533,889
2013	36	615,929	1.60	1.5238	1.47	0.9647	594,179
2013	37	558,968	1.66	1.5810	1.52	0.9614	537,417
2013	38	783,563	1.73	1.6476	1.58	0.9590	751,405
2013	39	440,784	1.78	1.6952	1.63	0.9615	423,821
2013	40	369,142	1.84	1.7524	1.68	0.9587	353,895
2013	41	569,891	1.90	1.8095	1.74	0.9616	547,995
2013	42	772,871	1.96	1.8667	1.79	0.9589	741,128
2013	43	951,224	2.02	1.9238	1.85	0.9616	914,729
2013	44	296,591	2.07	1.9714	1.90	0.9638	285,845
2013	45	276,582	2.13	2.0286	1.95	0.9613	265,869
2013	46	108,616	2.20	2.0952	2.02	0.9641	104,716
2013	47	174,207	2.27	2.1619	2.08	0.9621	167,607
2013	48	1,273,976	2.34	2.2286	2.15	0.9647	1,229,060
2013	49	520,127	2.41	2.2952	2.21	0.9629	500,811
2013	50	393,955	2.48	2.3619	2.27	0.9611	378,626
2013	51	711,995	2.55	2.4286	2.33	0.9594	683,096
2013	52	326,512	2.62	2.4952	2.40	0.9618	314,050
2013	53	241,187	2.68	2.5524	2.46	0.9638	232,457
2013	54	686,606	2.79	2.6571	2.55	0.9597	658,920
2013	55	280,438	2.93	2.7905	2.68	0.9604	269,335
2013	56	330,138	3.08	2.9333	2.82	0.9614	317,383
2013	57	377,064	3.25	3.0952	2.98	0.9628	363,026
2013	58	340,315	3.51	3.3429	3.21	0.9603	326,790
2013	59	358,538	3.89	3.7048	3.56	0.9609	344,528
2013	60	260,109	4.31	4.1048	3.95	0.9623	250,302
2013	61	189,743	4.71	4.4857	4.31	0.9608	182,310
2013	62	147,532	5.08	4.8381	4.65	0.9611	141,796
2013	63	259,973	5.45	5.1905	4.99	0.9614	249,932
2013	64	95,027	5.82	5.5429	5.33	0.9616	91,378
2013	65	102,809	6.20	5.9048	5.67	0.9602	98,722
2013	66	167,967	6.76	6.4381	6.19	0.9615	161,494
2013	67	99,798	7.50	7.1429	6.87	0.9618	95,986
2013	68	153,987	8.25	7.8571	7.55	0.9609	147,968
2013	69	239,906	9.00	8.5714	8.24	0.9613	230,630
2013	70	132,555	9.74	9.2762	8.92	0.9616	127,465
2013	71	10,564	10.49	9.9905	9.60	0.9609	10,151
2013	72	576	11.23	10.6952	10.28	0.9612	554
2013	73	0	11.98	11.4095	10.97	0.9615	0
2013	74	2,652	12.72	12.1143	11.65	0.9617	2,550
2013	75	548	13.47	12.8286	12.33	0.9611	527
2014	1	26,339	0.23	0.2190	0.20	0.9130	24,049
2014	2	7,144	0.30	0.2857	0.27	0.9450	6,751
2014	3	3,527	0.38	0.3619	0.33	0.9118	3,216

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2014	4	45,445	0.44	0.4190	0.38	0.9068	41,210
2014	5	10,329	0.49	0.4667	0.43	0.9214	9,517
2014	6	23,384	0.54	0.5143	0.47	0.9139	21,370
2014	7	72,199	0.60	0.5714	0.53	0.9275	66,965
2014	8	106,276	0.64	0.6095	0.57	0.9352	99,385
2014	10	71,644	0.70	0.6667	0.61	0.9150	65,554
2014	11	204,677	0.74	0.7048	0.65	0.9223	188,773
2014	12	159,678	0.78	0.7429	0.68	0.9154	146,167
2014	13	593,654	0.81	0.7714	0.71	0.9204	546,382
2014	14	194,189	0.84	0.8000	0.74	0.9250	179,625
2014	15	1,048,077	0.88	0.8381	0.77	0.9188	962,921
2014	16	699,342	0.92	0.8762	0.81	0.9245	646,511
2014	17	915,407	0.95	0.9048	0.84	0.9284	849,883
2014	18	1,304,921	0.99	0.9429	0.87	0.9227	1,204,086
2014	19	1,891,321	1.02	0.9714	0.90	0.9265	1,752,253
2014	20	1,702,498	1.05	1.0000	0.92	0.9200	1,566,298
2014	21	2,582,516	1.09	1.0381	0.96	0.9248	2,388,235
2014	22	2,434,941	1.12	1.0667	0.98	0.9188	2,237,102
2014	23	3,388,377	1.15	1.0952	1.01	0.9222	3,124,673
2014	24	2,500,509	1.18	1.1238	1.04	0.9254	2,314,030
2014	25	2,316,676	1.22	1.1619	1.07	0.9209	2,133,431
2014	26	4,340,242	1.26	1.2000	1.11	0.9250	4,014,724
2014	27	2,385,523	1.30	1.2381	1.14	0.9208	2,196,516
2014	28	2,125,748	1.34	1.2762	1.18	0.9246	1,965,524
2014	29	2,194,985	1.38	1.3143	1.22	0.9283	2,037,519
2014	30	2,992,202	1.42	1.3524	1.25	0.9243	2,765,680
2014	31	2,194,341	1.47	1.4000	1.29	0.9214	2,021,928
2014	32	1,245,067	1.51	1.4381	1.33	0.9248	1,151,481
2014	33	1,186,327	1.55	1.4762	1.37	0.9281	1,100,988
2014	34	1,257,016	1.59	1.5143	1.40	0.9245	1,162,147
2014	35	924,780	1.63	1.5524	1.43	0.9212	851,876
2014	36	843,543	1.67	1.5905	1.47	0.9243	779,646
2014	37	726,005	1.73	1.6476	1.52	0.9225	669,771
2014	38	805,835	1.80	1.7143	1.58	0.9217	742,711
2014	39	775,366	1.86	1.7714	1.63	0.9202	713,462
2014	40	593,904	1.92	1.8286	1.68	0.9188	545,649
2014	41	420,862	1.98	1.8857	1.74	0.9227	388,341
2014	42	740,466	2.04	1.9429	1.79	0.9213	682,209
2014	43	419,556	2.10	2.0000	1.85	0.9250	388,089
2014	44	1,190,099	2.16	2.0571	1.90	0.9236	1,099,189
2014	45	682,379	2.22	2.1143	1.95	0.9223	629,356
2014	46	271,118	2.29	2.1810	2.02	0.9262	251,110
2014	47	337,760	2.37	2.2571	2.08	0.9215	311,252
2014	48	1,123,309	2.44	2.3238	2.15	0.9252	1,039,291
2014	49	1,243,340	2.52	2.4000	2.21	0.9208	1,144,909
2014	50	406,689	2.58	2.4571	2.27	0.9238	375,714
2014	51	409,026	2.66	2.5333	2.33	0.9197	376,196
2014	52	370,687	2.73	2.6000	2.40	0.9231	342,173
2014	53	354,600	2.80	2.6667	2.46	0.9225	327,119
2014	54	252,898	2.91	2.7714	2.55	0.9201	232,692
2014	55	518,050	3.05	2.9048	2.68	0.9226	477,965
2014	56	774,693	3.21	3.0571	2.82	0.9224	714,600

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2014	57	306,245	3.39	3.2286	2.98	0.9230	282,667
2014	58	224,243	3.66	3.4857	3.21	0.9209	206,506
2014	59	521,791	4.06	3.8667	3.56	0.9207	480,408
2014	60	179,465	4.49	4.2762	3.95	0.9237	165,775
2014	61	182,809	4.91	4.6762	4.31	0.9217	168,493
2014	62	244,636	5.29	5.0381	4.65	0.9230	225,791
2014	63	180,502	5.68	5.4095	4.99	0.9224	166,504
2014	64	184,863	6.07	5.7810	5.33	0.9220	170,442
2014	65	155,853	6.46	6.1524	5.67	0.9216	143,633
2014	66	114,673	7.04	6.7048	6.19	0.9232	105,869
2014	67	131,266	7.82	7.4476	6.87	0.9224	121,085
2014	68	83,194	8.60	8.1905	7.55	0.9218	76,688
2014	69	244,917	9.38	8.9333	8.24	0.9224	225,909
2014	70	199,255	10.15	9.6667	8.92	0.9228	183,864
2014	71	110,186	10.93	10.4095	9.60	0.9222	101,617
2014	72	8,483	11.71	11.1524	10.28	0.9218	7,819
2014	73	2,680	12.48	11.8857	10.97	0.9230	2,474
2014	74	20	13.26	12.6286	11.65	0.9225	18
2014	75	16,548	14.04	13.3714	12.33	0.9221	15,259
2015	1	49,017	0.24	0.2286	0.22	0.9625	47,179
2015	2	914	0.32	0.3048	0.29	0.9516	870
2015	3	1,751	0.40	0.3810	0.36	0.9450	1,655
2015	4	13,150	0.46	0.4381	0.42	0.9587	12,607
2015	5	5,993	0.51	0.4857	0.47	0.9676	5,799
2015	6	26,656	0.57	0.5429	0.52	0.9579	25,534
2015	7	25,995	0.63	0.6000	0.58	0.9667	25,129
2015	8	68,752	0.68	0.6476	0.62	0.9574	65,820
2015	10	160,442	0.73	0.6952	0.67	0.9637	154,618
2015	11	53,845	0.78	0.7429	0.71	0.9558	51,463
2015	12	223,625	0.82	0.7810	0.75	0.9604	214,762
2015	13	311,197	0.85	0.8095	0.77	0.9512	296,003
2015	14	254,292	0.89	0.8476	0.81	0.9556	243,006
2015	15	609,875	0.93	0.8857	0.84	0.9484	578,398
2015	16	1,013,757	0.97	0.9238	0.88	0.9526	965,682
2015	17	828,000	1.01	0.9619	0.92	0.9564	791,929
2015	18	1,336,180	1.05	1.0000	0.95	0.9500	1,269,371
2015	19	1,594,142	1.08	1.0286	0.98	0.9528	1,518,863
2015	20	1,640,060	1.11	1.0571	1.01	0.9554	1,566,922
2015	21	3,702,367	1.15	1.0952	1.04	0.9496	3,515,639
2015	22	2,505,155	1.18	1.1238	1.07	0.9521	2,385,205
2015	23	2,424,857	1.22	1.1619	1.11	0.9553	2,316,533
2015	24	5,179,261	1.25	1.1905	1.14	0.9576	4,959,660
2015	25	2,244,781	1.29	1.2286	1.17	0.9523	2,137,762
2015	26	2,585,303	1.33	1.2667	1.21	0.9553	2,469,645
2015	27	2,528,396	1.37	1.3048	1.24	0.9504	2,402,899
2015	28	2,958,706	1.41	1.3429	1.29	0.9606	2,842,246
2015	29	1,856,447	1.46	1.3905	1.33	0.9565	1,775,704
2015	30	3,443,388	1.50	1.4286	1.36	0.9520	3,278,105
2015	31	2,502,631	1.54	1.4667	1.41	0.9614	2,405,938
2015	32	5,757,028	1.59	1.5143	1.45	0.9575	5,512,626

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2015	33	1,734,413	1.64	1.5619	1.49	0.9540	1,654,567
2015	34	2,309,348	1.68	1.6000	1.53	0.9563	2,208,314
2015	35	1,266,852	1.72	1.6381	1.56	0.9523	1,206,456
2015	36	1,549,023	1.76	1.6762	1.60	0.9545	1,478,613
2015	37	1,650,391	1.83	1.7429	1.66	0.9525	1,571,930
2015	38	2,398,728	1.90	1.8095	1.73	0.9561	2,293,310
2015	39	1,018,609	1.96	1.8667	1.78	0.9536	971,316
2015	40	1,261,067	2.02	1.9238	1.84	0.9564	1,206,129
2015	41	876,618	2.09	1.9905	1.90	0.9545	836,772
2015	42	983,878	2.15	2.0476	1.96	0.9572	941,777
2015	43	499,922	2.22	2.1143	2.02	0.9554	477,628
2015	44	454,384	2.28	2.1714	2.07	0.9533	433,159
2015	45	536,423	2.34	2.2286	2.13	0.9558	512,697
2015	46	575,560	2.42	2.3048	2.20	0.9545	549,398
2015	47	989,810	2.50	2.3810	2.27	0.9534	943,685
2015	48	672,230	2.57	2.4476	2.34	0.9560	642,673
2015	49	527,333	2.65	2.5238	2.41	0.9549	503,553
2015	50	659,127	2.72	2.5905	2.48	0.9574	631,017
2015	51	759,259	2.80	2.6667	2.55	0.9563	726,041
2015	52	321,289	2.88	2.7429	2.62	0.9552	306,898
2015	53	440,412	2.95	2.8095	2.68	0.9539	420,108
2015	54	980,065	3.07	2.9238	2.79	0.9542	935,212
2015	55	633,257	3.21	3.0571	2.93	0.9584	606,921
2015	56	523,746	3.39	3.2286	3.08	0.9540	499,644
2015	57	479,826	3.57	3.4000	3.25	0.9559	458,657
2015	58	417,066	3.85	3.6667	3.51	0.9573	399,246
2015	59	414,395	4.27	4.0667	3.89	0.9566	396,393
2015	60	319,944	4.73	4.5048	4.31	0.9568	306,111
2015	61	276,016	5.17	4.9238	4.71	0.9566	264,030
2015	62	271,985	5.58	5.3143	5.08	0.9559	259,994
2015	63	275,322	5.99	5.7048	5.45	0.9553	263,027
2015	64	178,340	6.40	6.0952	5.82	0.9548	170,287
2015	65	130,286	6.81	6.4857	6.20	0.9559	124,547
2015	66	174,595	7.43	7.0762	6.76	0.9553	166,793
2015	67	129,006	8.24	7.8476	7.50	0.9557	123,292
2015	68	211,432	9.06	8.6286	8.25	0.9561	202,156
2015	69	52,897	9.88	9.4095	9.00	0.9565	50,595
2015	70	393,621	10.70	10.1905	9.74	0.9558	376,221
2015	71	274,090	11.52	10.9714	10.49	0.9561	262,063
2015	72	2,983	12.34	11.7524	11.23	0.9556	2,850
2015	73	2,854	13.16	12.5333	11.98	0.9559	2,728
2015	74	9,921	13.98	13.3143	12.72	0.9554	9,478
2015	75	25,718	14.80	14.0952	13.47	0.9556	24,577
2016	1	31,555	0.25	0.2381	0.23	0.9660	30,482
2016	2	25,804	0.34	0.3238	0.30	0.9265	23,907
2016	3	10,879	0.42	0.4000	0.38	0.9500	10,335
2016	4	1,990	0.48	0.4571	0.44	0.9625	1,915
2016	5	18,925	0.54	0.5143	0.49	0.9528	18,031
2016	6	14,058	0.60	0.5714	0.54	0.9450	13,285
2016	7	38,136	0.66	0.6286	0.60	0.9545	36,403

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2016	8	11,398	0.71	0.6762	0.64	0.9465	10,788
2016	10	110,807	0.77	0.7333	0.70	0.9545	105,770
2016	11	275,996	0.82	0.7810	0.74	0.9476	261,523
2016	12	169,784	0.86	0.8190	0.78	0.9523	161,690
2016	13	362,704	0.89	0.8476	0.81	0.9556	346,606
2016	14	218,567	0.93	0.8857	0.84	0.9484	207,286
2016	15	758,869	0.98	0.9333	0.88	0.9429	715,505
2016	16	272,984	1.02	0.9714	0.92	0.9471	258,532
2016	17	859,340	1.06	1.0095	0.95	0.9410	808,671
2016	18	1,228,976	1.10	1.0476	0.99	0.9450	1,161,382
2016	19	1,494,984	1.13	1.0762	1.02	0.9478	1,416,927
2016	20	1,586,191	1.16	1.1048	1.05	0.9504	1,507,565
2016	21	2,431,615	1.21	1.1524	1.09	0.9459	2,299,986
2016	22	3,418,849	1.24	1.1810	1.12	0.9484	3,242,392
2016	23	2,964,783	1.28	1.2190	1.15	0.9434	2,796,856
2016	24	5,805,117	1.31	1.2476	1.18	0.9458	5,490,489
2016	25	2,119,574	1.35	1.2857	1.22	0.9489	2,011,240
2016	26	2,154,032	1.39	1.3238	1.26	0.9518	2,050,205
2016	27	3,789,817	1.44	1.3714	1.30	0.9479	3,592,431
2016	28	2,332,757	1.48	1.4095	1.34	0.9507	2,217,695
2016	29	3,561,607	1.53	1.4571	1.38	0.9471	3,373,051
2016	30	2,313,352	1.57	1.4952	1.42	0.9497	2,196,948
2016	31	3,923,969	1.62	1.5429	1.47	0.9528	3,738,670
2016	32	1,998,723	1.67	1.5905	1.51	0.9494	1,897,590
2016	33	2,908,342	1.72	1.6381	1.55	0.9462	2,751,934
2016	34	1,622,330	1.76	1.6762	1.59	0.9486	1,538,909
2016	35	2,571,638	1.80	1.7143	1.63	0.9508	2,445,199
2016	36	2,233,047	1.85	1.7619	1.67	0.9478	2,116,566
2016	37	2,263,115	1.92	1.8286	1.73	0.9461	2,141,119
2016	38	1,632,695	1.99	1.8952	1.80	0.9497	1,550,650
2016	39	2,787,836	2.06	1.9619	1.86	0.9481	2,643,031
2016	40	2,433,970	2.12	2.0190	1.92	0.9509	2,314,568
2016	41	1,051,355	2.20	2.0952	1.98	0.9450	993,530
2016	42	864,268	2.26	2.1524	2.04	0.9478	819,143
2016	43	1,021,242	2.33	2.2190	2.10	0.9464	966,454
2016	44	618,866	2.39	2.2762	2.16	0.9490	587,275
2016	45	630,023	2.46	2.3429	2.22	0.9476	596,985
2016	46	481,887	2.54	2.4190	2.29	0.9467	456,180
2016	47	639,413	2.62	2.4952	2.37	0.9498	607,320
2016	48	713,905	2.71	2.5810	2.44	0.9454	674,917
2016	49	976,621	2.79	2.6571	2.52	0.9484	926,215
2016	50	564,898	2.86	2.7238	2.58	0.9472	535,073
2016	51	1,132,916	2.94	2.8000	2.66	0.9500	1,076,270
2016	52	573,410	3.03	2.8857	2.73	0.9460	542,469
2016	53	1,118,703	3.10	2.9524	2.80	0.9484	1,060,963
2016	54	678,765	3.22	3.0667	2.91	0.9489	644,089
2016	55	725,094	3.38	3.2190	3.05	0.9475	687,016
2016	56	1,320,518	3.56	3.3905	3.21	0.9468	1,250,226
2016	57	310,953	3.76	3.5810	3.39	0.9467	294,372
2016	58	442,527	4.05	3.8571	3.66	0.9489	419,909
2016	59	530,631	4.49	4.2762	4.06	0.9494	503,804
2016	60	328,567	4.98	4.7429	4.49	0.9467	311,050

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2016	61	278,828	5.44	5.1810	4.91	0.9477	264,246
2016	62	379,748	5.86	5.5810	5.29	0.9479	359,951
2016	63	472,521	6.30	6.0000	5.68	0.9467	447,320
2016	64	354,639	6.72	6.4000	6.07	0.9484	336,353
2016	65	176,221	7.16	6.8190	6.46	0.9473	166,942
2016	66	281,482	7.81	7.4381	7.04	0.9465	266,417
2016	67	83,455	8.67	8.2571	7.82	0.9471	79,037
2016	68	85,728	9.53	9.0762	8.60	0.9475	81,230
2016	69	63,018	10.39	9.8952	9.38	0.9479	59,737
2016	70	85,621	11.25	10.7143	10.15	0.9473	81,112
2016	71	33,020	12.11	11.5333	10.93	0.9477	31,293
2016	72	282,575	12.97	12.3524	11.71	0.9480	267,880
2016	73	85,688	13.83	13.1714	12.48	0.9475	81,190
2016	74	2,819	14.69	13.9905	13.26	0.9478	2,672
2016	75	6,484	15.56	14.8190	14.04	0.9474	6,143
2017	1	49,315	0.27	0.2571	0.24	0.9333	46,027
2017	2	25,072	0.35	0.3333	0.32	0.9600	24,069
2017	3	1,831	0.44	0.4190	0.40	0.9545	1,748
2017	4	8,055	0.51	0.4857	0.46	0.9471	7,629
2017	5	19,667	0.57	0.5429	0.51	0.9395	18,477
2017	6	9,796	0.63	0.6000	0.57	0.9500	9,306
2017	7	19,971	0.70	0.6667	0.63	0.9450	18,873
2017	8	10,513	0.75	0.7143	0.68	0.9520	10,008
2017	10	72,436	0.81	0.7714	0.73	0.9463	68,546
2017	11	139,905	0.86	0.8190	0.78	0.9523	133,235
2017	12	107,813	0.90	0.8571	0.82	0.9567	103,141
2017	13	155,958	0.94	0.8952	0.85	0.9495	148,077
2017	14	111,399	0.98	0.9333	0.89	0.9536	106,227
2017	15	253,458	1.02	0.9714	0.93	0.9574	242,649
2017	16	563,829	1.07	1.0190	0.97	0.9519	536,691
2017	17	588,757	1.11	1.0571	1.01	0.9554	562,502
2017	18	1,172,160	1.15	1.0952	1.05	0.9587	1,123,745
2017	19	1,357,999	1.19	1.1333	1.08	0.9529	1,294,093
2017	20	1,273,720	1.22	1.1619	1.11	0.9553	1,216,820
2017	21	2,059,228	1.26	1.2000	1.15	0.9583	1,973,427
2017	22	2,524,497	1.30	1.2381	1.18	0.9531	2,406,040
2017	23	2,956,686	1.34	1.2762	1.22	0.9560	2,826,504
2017	24	3,837,588	1.38	1.3143	1.25	0.9511	3,649,880
2017	25	4,457,015	1.42	1.3524	1.29	0.9539	4,251,427
2017	26	3,388,085	1.46	1.3905	1.33	0.9565	3,240,727
2017	27	3,637,849	1.51	1.4381	1.37	0.9526	3,465,593
2017	28	3,100,748	1.56	1.4857	1.41	0.9490	2,942,729
2017	29	3,071,268	1.61	1.5333	1.46	0.9522	2,924,381
2017	30	3,347,095	1.65	1.5714	1.50	0.9545	3,194,954
2017	31	3,326,051	1.70	1.6190	1.54	0.9512	3,163,661
2017	32	4,104,916	1.75	1.6667	1.59	0.9540	3,916,090
2017	33	4,198,387	1.81	1.7238	1.64	0.9514	3,994,267
2017	34	2,707,786	1.85	1.7619	1.68	0.9535	2,581,911
2017	35	3,091,586	1.89	1.8000	1.72	0.9556	2,954,182
2017	36	3,179,917	1.94	1.8476	1.76	0.9526	3,029,117

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2017	37	2,719,297	2.01	1.9143	1.83	0.9560	2,599,567
2017	38	2,415,907	2.09	1.9905	1.90	0.9545	2,306,093
2017	39	1,943,874	2.16	2.0571	1.96	0.9528	1,852,080
2017	40	2,137,690	2.23	2.1238	2.02	0.9511	2,033,202
2017	41	2,633,483	2.30	2.1905	2.09	0.9541	2,512,686
2017	42	1,419,949	2.37	2.2571	2.15	0.9525	1,352,546
2017	43	1,361,464	2.44	2.3238	2.22	0.9553	1,300,645
2017	44	946,235	2.51	2.3905	2.28	0.9538	902,505
2017	45	865,165	2.58	2.4571	2.34	0.9523	823,919
2017	46	1,261,213	2.67	2.5429	2.42	0.9517	1,200,278
2017	47	861,825	2.75	2.6190	2.50	0.9545	822,651
2017	48	938,811	2.84	2.7048	2.57	0.9502	892,036
2017	49	624,418	2.92	2.7810	2.65	0.9529	595,015
2017	50	941,677	3.00	2.8571	2.72	0.9520	896,477
2017	51	566,211	3.09	2.9429	2.80	0.9515	538,725
2017	52	806,274	3.17	3.0190	2.88	0.9539	769,140
2017	53	464,927	3.25	3.0952	2.95	0.9531	443,111
2017	54	411,536	3.38	3.2190	3.07	0.9537	392,481
2017	55	943,960	3.54	3.3714	3.21	0.9521	898,762
2017	56	2,060,633	3.73	3.5524	3.39	0.9543	1,966,441
2017	57	742,540	3.94	3.7524	3.57	0.9514	706,450
2017	58	598,074	4.25	4.0476	3.85	0.9512	568,874
2017	59	591,110	4.71	4.4857	4.27	0.9519	562,684
2017	60	765,714	5.22	4.9714	4.73	0.9514	728,528
2017	61	296,832	5.70	5.4286	5.17	0.9524	282,693
2017	62	283,164	6.15	5.8571	5.58	0.9527	269,766
2017	63	302,492	6.60	6.2857	5.99	0.9530	288,261
2017	64	259,403	7.05	6.7143	6.40	0.9532	247,261
2017	65	188,588	7.51	7.1524	6.81	0.9521	179,560
2017	66	224,861	8.19	7.8000	7.43	0.9526	214,195
2017	67	96,344	9.09	8.6571	8.24	0.9518	91,702
2017	68	114,605	9.99	9.5143	9.06	0.9523	109,133
2017	69	123,428	10.90	10.3810	9.88	0.9517	117,472
2017	70	43,205	11.80	11.2381	10.70	0.9521	41,136
2017	71	40,318	12.70	12.0952	11.52	0.9524	38,401
2017	72	235,570	13.61	12.9619	12.34	0.9520	224,267
2017	73	8,158	14.51	13.8190	13.16	0.9523	7,769
2017	74	73,554	15.41	14.6762	13.98	0.9526	70,065
2017	75	9,924	16.31	15.5333	14.80	0.9528	9,455
2018	1	50,447	0.28	0.2667	0.25	0.9375	47,294
2018	2	16,832	0.36	0.3429	0.34	0.9917	16,692
2018	3	20,760	0.45	0.4286	0.42	0.9800	20,345
2018	4	16,933	0.53	0.5048	0.48	0.9509	16,102
2018	5	12,304	0.59	0.5619	0.54	0.9610	11,824
2018	6	4,113	0.65	0.6190	0.60	0.9692	3,986
2018	7	16,413	0.72	0.6857	0.66	0.9625	15,798
2018	8	54,051	0.77	0.7333	0.71	0.9682	52,331
2018	10	14,736	0.84	0.8000	0.77	0.9625	14,183
2018	11	63,823	0.89	0.8476	0.82	0.9674	61,743
2018	12	109,629	0.93	0.8857	0.86	0.9710	106,446

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2018	13	173,470	0.97	0.9238	0.89	0.9634	167,121
2018	14	120,993	1.01	0.9619	0.93	0.9668	116,980
2018	15	264,480	1.06	1.0095	0.98	0.9708	256,745
2018	16	583,709	1.10	1.0476	1.02	0.9736	568,320
2018	17	661,088	1.15	1.0952	1.06	0.9678	639,818
2018	18	929,648	1.19	1.1333	1.10	0.9706	902,305
2018	19	1,562,627	1.23	1.1714	1.13	0.9646	1,507,363
2018	20	1,738,683	1.26	1.2000	1.16	0.9667	1,680,727
2018	21	879,794	1.31	1.2476	1.21	0.9698	853,266
2018	22	1,242,776	1.34	1.2762	1.24	0.9716	1,207,533
2018	23	2,509,795	1.39	1.3238	1.28	0.9669	2,426,737
2018	24	2,741,869	1.42	1.3524	1.31	0.9687	2,655,944
2018	25	3,390,146	1.47	1.4000	1.35	0.9643	3,269,069
2018	26	3,660,069	1.51	1.4381	1.39	0.9666	3,537,663
2018	27	2,205,794	1.56	1.4857	1.44	0.9692	2,137,923
2018	28	2,829,913	1.61	1.5333	1.48	0.9652	2,731,481
2018	29	3,215,238	1.66	1.5810	1.53	0.9678	3,111,614
2018	30	2,933,526	1.71	1.6286	1.57	0.9640	2,828,022
2018	31	2,895,179	1.76	1.6762	1.62	0.9665	2,798,125
2018	32	3,132,887	1.82	1.7333	1.67	0.9635	3,018,416
2018	33	3,200,216	1.87	1.7810	1.72	0.9658	3,090,690
2018	34	3,485,036	1.91	1.8190	1.76	0.9675	3,371,909
2018	35	3,680,932	1.96	1.8667	1.80	0.9643	3,549,470
2018	36	3,856,828	2.01	1.9143	1.85	0.9664	3,727,308
2018	37	2,455,676	2.08	1.9810	1.92	0.9692	2,380,117
2018	38	3,911,892	2.16	2.0571	1.99	0.9674	3,784,212
2018	39	2,657,690	2.23	2.1238	2.06	0.9700	2,577,840
2018	40	2,706,115	2.31	2.2000	2.12	0.9636	2,607,711
2018	41	3,016,970	2.39	2.2762	2.20	0.9665	2,915,984
2018	42	1,601,714	2.46	2.3429	2.26	0.9646	1,545,068
2018	43	1,643,127	2.53	2.4095	2.33	0.9670	1,588,897
2018	44	1,186,054	2.60	2.4762	2.39	0.9652	1,144,770
2018	45	1,528,407	2.67	2.5429	2.46	0.9674	1,478,605
2018	46	880,072	2.76	2.6286	2.54	0.9663	850,417
2018	47	1,052,654	2.85	2.7143	2.62	0.9653	1,016,088
2018	48	1,199,278	2.94	2.8000	2.71	0.9679	1,160,730
2018	49	1,014,596	3.03	2.8857	2.79	0.9668	980,944
2018	50	685,374	3.11	2.9619	2.86	0.9656	661,794
2018	51	994,994	3.20	3.0476	2.94	0.9647	959,858
2018	52	787,556	3.28	3.1238	3.03	0.9700	763,905
2018	53	800,507	3.36	3.2000	3.10	0.9688	775,491
2018	54	646,690	3.50	3.3333	3.22	0.9660	624,703
2018	55	1,184,069	3.67	3.4952	3.38	0.9670	1,145,030
2018	56	1,311,670	3.86	3.6762	3.56	0.9684	1,270,213
2018	57	691,757	4.08	3.8857	3.76	0.9676	669,377
2018	58	666,252	4.40	4.1905	4.05	0.9665	643,917
2018	59	791,891	4.88	4.6476	4.49	0.9661	765,035
2018	60	565,287	5.40	5.1429	4.98	0.9683	547,386
2018	61	446,110	5.90	5.6190	5.44	0.9681	431,895
2018	62	289,988	6.36	6.0571	5.86	0.9675	280,550
2018	63	201,262	6.84	6.5143	6.30	0.9671	194,642
2018	64	262,772	7.30	6.9524	6.72	0.9666	253,989

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2018	65	230,757	7.77	7.4000	7.16	0.9676	223,273
2018	66	198,745	8.47	8.0667	7.81	0.9682	192,421
2018	67	91,292	9.41	8.9619	8.67	0.9674	88,318
2018	68	161,637	10.34	9.8476	9.53	0.9677	156,424
2018	69	133,217	11.28	10.7429	10.39	0.9672	128,841
2018	70	45,656	12.21	11.6286	11.25	0.9674	44,170
2018	71	99,915	13.15	12.5238	12.11	0.9670	96,614
2018	72	97,626	14.08	13.4095	12.97	0.9672	94,426
2018	73	60,140	15.01	14.2952	13.83	0.9675	58,183
2018	74	113,912	15.95	15.1905	14.69	0.9671	110,159
2018	75	58,341	16.88	16.0762	15.56	0.9679	56,468
2019	1	81,955	0.29	0.2762	0.27	0.9776	80,118
2019	2	13,285	0.38	0.3619	0.35	0.9671	12,848
2019	3	1,636	0.47	0.4476	0.44	0.9830	1,608
2019	4	18,277	0.55	0.5238	0.51	0.9736	17,795
2019	5	20,786	0.61	0.5810	0.57	0.9811	20,394
2019	6	12,030	0.68	0.6476	0.63	0.9728	11,703
2019	7	31,333	0.75	0.7143	0.70	0.9800	30,706
2019	8	19,603	0.81	0.7714	0.75	0.9722	19,058
2019	10	83,825	0.87	0.8286	0.81	0.9776	81,946
2019	11	53,770	0.93	0.8857	0.86	0.9710	52,209
2019	12	137,073	0.98	0.9333	0.90	0.9643	132,178
2019	13	61,543	1.01	0.9619	0.94	0.9772	60,142
2019	14	215,221	1.06	1.0095	0.98	0.9708	208,927
2019	15	275,428	1.11	1.0571	1.02	0.9649	265,751
2019	16	350,207	1.15	1.0952	1.07	0.9770	342,137
2019	17	804,728	1.20	1.1429	1.11	0.9713	781,592
2019	18	769,820	1.25	1.1905	1.15	0.9660	743,646
2019	19	1,341,875	1.28	1.2190	1.19	0.9762	1,309,901
2019	20	1,751,250	1.32	1.2571	1.22	0.9705	1,699,509
2019	21	1,333,052	1.37	1.3048	1.26	0.9657	1,287,320
2019	22	1,861,814	1.40	1.3333	1.30	0.9750	1,815,269
2019	23	2,267,310	1.45	1.3810	1.34	0.9703	2,200,073
2019	24	3,541,849	1.49	1.4190	1.38	0.9725	3,444,389
2019	25	3,203,449	1.53	1.4571	1.42	0.9745	3,121,792
2019	26	3,133,591	1.58	1.5048	1.46	0.9703	3,040,377
2019	27	2,431,486	1.63	1.5524	1.51	0.9727	2,365,105
2019	28	2,435,272	1.68	1.6000	1.56	0.9750	2,374,390
2019	29	2,948,108	1.74	1.6571	1.61	0.9716	2,864,239
2019	30	2,957,499	1.79	1.7048	1.65	0.9679	2,862,496
2019	31	2,194,165	1.84	1.7524	1.70	0.9701	2,128,579
2019	32	3,672,919	1.90	1.8095	1.75	0.9671	3,552,099
2019	33	3,849,400	1.95	1.8571	1.81	0.9746	3,751,684
2019	34	2,814,840	2.00	1.9048	1.85	0.9713	2,733,913
2019	35	3,263,396	2.05	1.9524	1.89	0.9680	3,159,127
2019	36	3,633,399	2.10	2.0000	1.94	0.9700	3,524,397
2019	37	4,092,362	2.18	2.0762	2.01	0.9681	3,961,894
2019	38	3,139,506	2.26	2.1524	2.09	0.9710	3,048,516
2019	39	2,630,314	2.33	2.2190	2.16	0.9734	2,560,323
2019	40	2,631,896	2.41	2.2952	2.23	0.9716	2,557,089

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2019	41	1,911,470	2.49	2.3714	2.30	0.9699	1,853,896
2019	42	2,269,105	2.57	2.4476	2.37	0.9683	2,197,147
2019	43	1,695,853	2.64	2.5143	2.44	0.9705	1,645,748
2019	44	1,813,019	2.72	2.5905	2.51	0.9689	1,756,695
2019	45	1,182,163	2.79	2.6571	2.58	0.9710	1,147,842
2019	46	1,202,794	2.88	2.7429	2.67	0.9734	1,170,845
2019	47	1,486,461	2.98	2.8381	2.75	0.9690	1,440,321
2019	48	758,355	3.07	2.9238	2.84	0.9713	736,617
2019	49	1,355,230	3.16	3.0095	2.92	0.9703	1,314,916
2019	50	744,820	3.25	3.0952	3.00	0.9692	721,902
2019	51	536,518	3.34	3.1810	3.09	0.9714	521,177
2019	52	449,674	3.43	3.2667	3.17	0.9704	436,367
2019	53	794,836	3.52	3.3524	3.25	0.9695	770,562
2019	54	538,091	3.65	3.4762	3.38	0.9723	523,201
2019	55	774,041	3.83	3.6476	3.54	0.9705	751,204
2019	56	793,726	4.04	3.8476	3.73	0.9694	769,462
2019	57	979,813	4.26	4.0571	3.94	0.9711	951,523
2019	58	754,468	4.59	4.3714	4.25	0.9722	733,511
2019	59	672,693	5.10	4.8571	4.71	0.9697	652,314
2019	60	813,843	5.65	5.3810	5.22	0.9701	789,500
2019	61	591,726	6.17	5.8762	5.70	0.9700	573,984
2019	62	471,848	6.65	6.3333	6.15	0.9711	458,189
2019	63	130,293	7.14	6.8000	6.60	0.9706	126,461
2019	64	271,578	7.63	7.2667	7.05	0.9702	263,480
2019	65	139,220	8.12	7.7333	7.51	0.9711	135,199
2019	66	211,243	8.85	8.4286	8.19	0.9717	205,264
2019	67	192,701	9.83	9.3619	9.09	0.9710	187,104
2019	68	155,605	10.81	10.2952	9.99	0.9704	150,992
2019	69	208,049	11.78	11.2190	10.90	0.9716	202,132
2019	70	87,894	12.76	12.1524	11.80	0.9710	85,345
2019	71	34,514	13.74	13.0857	12.70	0.9705	33,497
2019	72	136,726	14.71	14.0095	13.61	0.9715	132,827
2019	73	58,218	15.69	14.9429	14.51	0.9710	56,532
2019	74	138,411	16.67	15.8762	15.41	0.9706	134,347
2019	75	144,950	17.64	16.8000	16.31	0.9708	140,722
2020	1	74,974	0.30	0.2857	0.28	0.9800	73,475
2020	2	10,034	0.40	0.3810	0.36	0.9450	9,482
2020	3	10,770	0.49	0.4667	0.45	0.9643	10,385
2020	4	6,303	0.57	0.5429	0.53	0.9763	6,154
2020	5	12,592	0.64	0.6095	0.59	0.9680	12,189
2020	6	25,261	0.71	0.6762	0.65	0.9613	24,283
2020	7	23,046	0.79	0.7524	0.72	0.9570	22,054
2020	8	71,223	0.84	0.8000	0.77	0.9625	68,552
2020	10	34,808	0.91	0.8667	0.84	0.9692	33,737
2020	11	94,355	0.97	0.9238	0.89	0.9634	90,902
2020	12	40,402	1.02	0.9714	0.93	0.9574	38,679
2020	13	57,534	1.06	1.0095	0.97	0.9608	55,281
2020	14	64,725	1.11	1.0571	1.01	0.9554	61,839
2020	15	238,108	1.15	1.0952	1.06	0.9678	230,447
2020	16	244,659	1.20	1.1429	1.10	0.9625	235,484

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2020	17	433,459	1.25	1.1905	1.15	0.9660	418,721
2020	18	357,752	1.30	1.2381	1.19	0.9612	343,855
2020	19	615,038	1.34	1.2762	1.23	0.9638	592,777
2020	20	1,199,451	1.38	1.3143	1.26	0.9587	1,149,908
2020	21	901,973	1.43	1.3619	1.31	0.9619	867,597
2020	22	1,342,180	1.46	1.3905	1.34	0.9637	1,293,457
2020	23	1,407,352	1.51	1.4381	1.39	0.9666	1,360,285
2020	24	1,632,312	1.55	1.4762	1.42	0.9619	1,570,179
2020	25	2,056,948	1.60	1.5238	1.47	0.9647	1,984,312
2020	26	1,865,304	1.65	1.5714	1.51	0.9609	1,792,388
2020	27	3,613,417	1.70	1.6190	1.56	0.9635	3,481,634
2020	28	2,251,306	1.76	1.6762	1.61	0.9605	2,162,405
2020	29	2,192,495	1.81	1.7238	1.66	0.9630	2,111,336
2020	30	2,670,536	1.86	1.7714	1.71	0.9653	2,577,929
2020	31	2,741,000	1.92	1.8286	1.76	0.9625	2,638,213
2020	32	2,660,107	1.98	1.8857	1.82	0.9652	2,567,406
2020	33	2,161,839	2.04	1.9429	1.87	0.9625	2,080,770
2020	34	2,876,187	2.09	1.9905	1.91	0.9596	2,759,901
2020	35	3,138,985	2.13	2.0286	1.96	0.9662	3,032,878
2020	36	2,608,611	2.19	2.0857	2.01	0.9637	2,513,915
2020	37	3,602,901	2.27	2.1619	2.08	0.9621	3,466,403
2020	38	2,252,348	2.36	2.2476	2.16	0.9610	2,164,545
2020	39	2,552,214	2.43	2.3143	2.23	0.9636	2,459,263
2020	40	2,065,719	2.51	2.3905	2.31	0.9663	1,996,176
2020	41	2,146,363	2.60	2.4762	2.39	0.9652	2,071,653
2020	42	1,934,980	2.68	2.5524	2.46	0.9638	1,864,945
2020	43	2,494,506	2.75	2.6190	2.53	0.9660	2,409,693
2020	44	1,287,549	2.83	2.6952	2.60	0.9647	1,242,053
2020	45	1,331,915	2.91	2.7714	2.67	0.9634	1,283,170
2020	46	1,245,419	3.01	2.8667	2.76	0.9628	1,199,078
2020	47	1,283,057	3.10	2.9524	2.85	0.9653	1,238,564
2020	48	1,078,393	3.20	3.0476	2.94	0.9647	1,040,312
2020	49	1,282,619	3.30	3.1429	3.03	0.9641	1,236,561
2020	50	1,070,271	3.39	3.2286	3.11	0.9633	1,030,965
2020	51	896,448	3.48	3.3143	3.20	0.9655	865,536
2020	52	419,318	3.58	3.4095	3.28	0.9620	403,389
2020	53	808,009	3.67	3.4952	3.36	0.9613	776,745
2020	54	556,444	3.81	3.6286	3.50	0.9646	536,727
2020	55	817,731	4.00	3.8095	3.67	0.9634	787,782
2020	56	632,838	4.21	4.0095	3.86	0.9627	609,238
2020	57	702,510	4.44	4.2286	4.08	0.9649	677,827
2020	58	416,282	4.79	4.5619	4.40	0.9645	401,508
2020	59	702,151	5.32	5.0667	4.88	0.9632	676,282
2020	60	655,854	5.89	5.6095	5.40	0.9626	631,357
2020	61	403,757	6.43	6.1238	5.90	0.9635	389,001
2020	62	338,544	6.94	6.6095	6.36	0.9622	325,763
2020	63	456,638	7.45	7.0952	6.84	0.9640	440,211
2020	64	205,909	7.95	7.5714	7.30	0.9642	198,527
2020	65	222,038	8.47	8.0667	7.77	0.9632	213,872
2020	66	147,453	9.23	8.7905	8.47	0.9635	142,077
2020	67	178,199	10.25	9.7619	9.41	0.9640	171,775
2020	68	80,227	11.27	10.7333	10.34	0.9634	77,287

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2020	69	73,257	12.29	11.7048	11.28	0.9637	70,599
2020	70	189,344	13.31	12.6762	12.21	0.9632	182,381
2020	71	28,827	14.33	13.6476	13.15	0.9635	27,776
2020	72	71,662	15.35	14.6190	14.08	0.9631	69,020
2020	73	52,945	16.36	15.5810	15.01	0.9634	51,005
2020	74	121,584	17.38	16.5524	15.95	0.9636	117,159
2020	75	184,726	18.40	17.5238	16.88	0.9633	177,939
2021	1	74,963	0.31	0.2952	0.29	0.9823	73,633
2021	2	7,230	0.41	0.3905	0.38	0.9732	7,036
2021	3	8,825	0.51	0.4857	0.47	0.9676	8,539
2021	4	7,018	0.59	0.5619	0.55	0.9788	6,869
2021	5	10,806	0.66	0.6286	0.61	0.9705	10,487
2021	6	31,095	0.73	0.6952	0.68	0.9781	30,413
2021	7	29,800	0.81	0.7714	0.75	0.9722	28,972
2021	8	16,129	0.87	0.8286	0.81	0.9776	15,767
2021	10	48,419	0.94	0.8952	0.87	0.9718	47,054
2021	11	195,411	1.00	0.9524	0.93	0.9765	190,819
2021	12	36,108	1.05	1.0000	0.98	0.9800	35,386
2021	13	107,272	1.09	1.0381	1.01	0.9729	104,369
2021	14	52,637	1.14	1.0857	1.06	0.9763	51,390
2021	15	219,641	1.19	1.1333	1.11	0.9794	215,119
2021	16	116,044	1.24	1.1810	1.15	0.9738	113,003
2021	17	327,858	1.29	1.2286	1.20	0.9767	320,233
2021	18	286,443	1.34	1.2762	1.25	0.9795	280,565
2021	19	441,339	1.38	1.3143	1.28	0.9739	429,826
2021	20	860,353	1.42	1.3524	1.32	0.9761	839,753
2021	21	470,693	1.47	1.4000	1.37	0.9786	460,607
2021	22	1,449,385	1.51	1.4381	1.40	0.9735	1,410,991
2021	23	1,219,436	1.56	1.4857	1.45	0.9760	1,190,123
2021	24	897,827	1.60	1.5238	1.49	0.9778	877,906
2021	25	1,304,812	1.65	1.5714	1.53	0.9736	1,270,412
2021	26	1,295,067	1.70	1.6190	1.58	0.9759	1,263,833
2021	27	1,978,045	1.75	1.6667	1.63	0.9780	1,934,528
2021	28	2,747,377	1.81	1.7238	1.68	0.9746	2,677,554
2021	29	1,736,960	1.87	1.7810	1.74	0.9770	1,697,019
2021	30	1,993,304	1.92	1.8286	1.79	0.9789	1,951,258
2021	31	2,731,666	1.98	1.8857	1.84	0.9758	2,665,444
2021	32	2,008,324	2.04	1.9429	1.90	0.9779	1,964,023
2021	33	2,881,973	2.10	2.0000	1.95	0.9750	2,809,924
2021	34	2,754,275	2.15	2.0476	2.00	0.9767	2,690,222
2021	35	2,328,421	2.20	2.0952	2.05	0.9784	2,278,148
2021	36	2,468,607	2.26	2.1524	2.10	0.9757	2,408,530
2021	37	2,399,888	2.34	2.2286	2.18	0.9782	2,347,583
2021	38	2,503,386	2.43	2.3143	2.26	0.9765	2,444,665
2021	39	2,990,911	2.51	2.3905	2.33	0.9747	2,915,245
2021	40	3,010,943	2.59	2.4667	2.41	0.9770	2,941,773
2021	41	1,923,040	2.68	2.5524	2.49	0.9756	1,876,040
2021	42	2,093,036	2.76	2.6286	2.57	0.9777	2,046,398
2021	43	1,915,032	2.84	2.7048	2.64	0.9761	1,869,179
2021	44	2,098,881	2.92	2.7810	2.72	0.9781	2,052,878

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2021	45	1,822,414	3.00	2.8571	2.79	0.9765	1,779,587
2021	46	1,684,564	3.10	2.9524	2.88	0.9755	1,643,265
2021	47	1,221,684	3.20	3.0476	2.98	0.9778	1,194,578
2021	48	1,308,069	3.30	3.1429	3.07	0.9768	1,277,746
2021	49	783,881	3.40	3.2381	3.16	0.9759	764,976
2021	50	1,038,570	3.49	3.3238	3.25	0.9778	1,015,507
2021	51	981,500	3.59	3.4190	3.34	0.9769	958,808
2021	52	616,040	3.69	3.5143	3.43	0.9760	601,265
2021	53	675,972	3.78	3.6000	3.52	0.9778	660,950
2021	54	808,488	3.93	3.7429	3.65	0.9752	788,430
2021	55	813,515	4.12	3.9238	3.83	0.9761	794,066
2021	56	651,840	4.34	4.1333	4.04	0.9774	637,121
2021	57	671,839	4.58	4.3619	4.26	0.9766	656,143
2021	58	1,029,692	4.94	4.7048	4.59	0.9756	1,004,575
2021	59	388,172	5.48	5.2190	5.10	0.9772	379,318
2021	60	679,559	6.07	5.7810	5.65	0.9773	664,165
2021	61	573,041	6.63	6.3143	6.17	0.9771	559,947
2021	62	567,894	7.15	6.8095	6.65	0.9766	554,590
2021	63	264,811	7.68	7.3143	7.14	0.9762	258,501
2021	64	224,521	8.20	7.8095	7.63	0.9770	219,360
2021	65	366,182	8.73	8.3143	8.12	0.9766	357,625
2021	66	216,316	9.52	9.0667	8.85	0.9761	211,147
2021	67	174,890	10.57	10.0667	9.83	0.9765	170,778
2021	68	213,801	11.62	11.0667	10.81	0.9768	208,842
2021	69	69,982	12.67	12.0667	11.78	0.9762	68,319
2021	70	115,441	13.72	13.0667	12.76	0.9765	112,732
2021	71	102,364	14.77	14.0667	13.74	0.9768	99,987
2021	72	48,125	15.82	15.0667	14.71	0.9763	46,986
2021	73	58,300	16.87	16.0667	15.69	0.9766	56,933
2021	74	39,870	17.92	17.0667	16.67	0.9768	38,943
2021	75	86,527	18.97	18.0667	17.64	0.9764	84,484
2022	1	82,996	0.32	0.3048	0.30	0.9844	81,699
2022	2	3,059	0.42	0.4000	0.40	1.0000	3,059
2022	3	3,278	0.53	0.5048	0.49	0.9708	3,182
2022	4	1,956	0.61	0.5810	0.57	0.9811	1,919
2022	5	9,980	0.68	0.6476	0.64	0.9882	9,863
2022	6	1,934	0.75	0.7143	0.71	0.9940	1,922
2022	7	11,899	0.83	0.7905	0.79	0.9994	11,892
2022	8	10,113	0.90	0.8571	0.84	0.9800	9,911
2022	10	8,348	0.97	0.9238	0.91	0.9851	8,223
2022	11	36,774	1.03	0.9810	0.97	0.9888	36,363
2022	12	49,969	1.08	1.0286	1.02	0.9917	49,553
2022	13	17,213	1.12	1.0667	1.06	0.9938	17,105
2022	14	3,155	1.17	1.1143	1.11	0.9962	3,143
2022	15	43,692	1.23	1.1714	1.15	0.9817	42,893
2022	16	158,220	1.28	1.2190	1.20	0.9844	155,748
2022	17	144,795	1.33	1.2667	1.25	0.9868	142,890
2022	18	326,454	1.38	1.3143	1.30	0.9891	322,906
2022	19	195,084	1.42	1.3524	1.34	0.9908	193,298
2022	20	441,097	1.46	1.3905	1.38	0.9925	437,774

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Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2022	21	390,427	1.51	1.4381	1.43	0.9944	388,229
2022	22	381,362	1.56	1.4857	1.46	0.9827	374,762
2022	23	708,840	1.61	1.5333	1.51	0.9848	698,053
2022	24	858,263	1.65	1.5714	1.55	0.9864	846,559
2022	25	722,251	1.70	1.6190	1.60	0.9882	713,754
2022	26	927,821	1.75	1.6667	1.65	0.9900	918,543
2022	27	1,319,264	1.80	1.7143	1.70	0.9917	1,308,270
2022	28	1,741,897	1.86	1.7714	1.76	0.9935	1,730,659
2022	29	1,582,918	1.93	1.8381	1.81	0.9847	1,558,723
2022	30	1,487,915	1.98	1.8857	1.86	0.9864	1,467,625
2022	31	2,156,778	2.04	1.9429	1.92	0.9882	2,131,404
2022	32	1,906,983	2.10	2.0000	1.98	0.9900	1,887,913
2022	33	2,345,021	2.16	2.0571	2.04	0.9917	2,325,479
2022	34	2,108,925	2.21	2.1048	2.09	0.9930	2,094,134
2022	35	1,767,023	2.27	2.1619	2.13	0.9852	1,740,946
2022	36	1,936,563	2.33	2.2190	2.19	0.9869	1,911,213
2022	37	1,863,711	2.41	2.2952	2.27	0.9890	1,843,218
2022	38	2,163,187	2.50	2.3810	2.36	0.9912	2,144,151
2022	39	2,136,092	2.59	2.4667	2.43	0.9851	2,104,339
2022	40	2,471,183	2.67	2.5429	2.51	0.9871	2,439,252
2022	41	2,396,923	2.76	2.6286	2.60	0.9891	2,370,869
2022	42	1,377,336	2.84	2.7048	2.68	0.9908	1,364,727
2022	43	2,028,252	2.93	2.7905	2.75	0.9855	1,998,832
2022	44	1,975,250	3.01	2.8667	2.83	0.9872	1,949,985
2022	45	2,138,530	3.09	2.9429	2.91	0.9888	2,114,653
2022	46	1,436,652	3.19	3.0381	3.01	0.9908	1,423,366
2022	47	1,105,283	3.30	3.1429	3.10	0.9864	1,090,211
2022	48	1,296,903	3.40	3.2381	3.20	0.9882	1,281,645
2022	49	958,560	3.50	3.3333	3.30	0.9900	948,974
2022	50	1,013,847	3.59	3.4190	3.39	0.9915	1,005,234
2022	51	1,444,347	3.70	3.5238	3.48	0.9876	1,426,390
2022	52	505,129	3.80	3.6190	3.58	0.9892	499,679
2022	53	561,565	3.89	3.7048	3.67	0.9906	556,296
2022	54	811,296	4.05	3.8571	3.81	0.9878	801,380
2022	55	882,103	4.24	4.0381	4.00	0.9906	873,781
2022	56	958,386	4.47	4.2571	4.21	0.9889	947,773
2022	57	688,249	4.72	4.4952	4.44	0.9877	679,792
2022	58	924,258	5.09	4.8476	4.79	0.9881	913,272
2022	59	857,690	5.64	5.3714	5.32	0.9904	849,478
2022	60	776,851	6.25	5.9524	5.89	0.9895	768,710
2022	61	605,721	6.83	6.5048	6.43	0.9885	598,759
2022	62	324,737	7.36	7.0095	6.94	0.9901	321,516
2022	63	434,744	7.91	7.5333	7.45	0.9889	429,935
2022	64	328,532	8.45	8.0476	7.95	0.9879	324,547
2022	65	309,354	8.99	8.5619	8.47	0.9893	306,033
2022	66	252,827	9.81	9.3429	9.23	0.9879	249,773
2022	67	406,197	10.89	10.3714	10.25	0.9883	401,441
2022	68	203,590	11.97	11.4000	11.27	0.9886	201,268
2022	69	86,580	13.05	12.4286	12.29	0.9889	85,615
2022	70	285,197	14.13	13.4571	13.31	0.9891	282,079
2022	71	52,447	15.21	14.4857	14.33	0.9893	51,883
2022	72	10,737	16.29	15.5143	15.35	0.9894	10,623

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2022	73	42,555	17.38	16.5524	16.36	0.9884	42,060
2022	74	50,167	18.46	17.5810	17.38	0.9886	49,594
2022	75	135,032	19.54	18.6095	18.40	0.9887	133,512
2023	1	214	0.33	0.3143	0.31	0.9864	211
2023	2	1,029	0.43	0.4095	0.41	1.0012	1,030
2023	3	0	0.54	0.5143	0.51	0.9917	0
2023	4	1,467	0.62	0.5905	0.59	0.9992	1,466
2023	5	989	0.69	0.6571	0.66	1.0043	993
2023	6	0	0.77	0.7333	0.73	0.9955	0
2023	7	726	0.85	0.8095	0.81	1.0006	726
2023	8	3,475	0.91	0.8667	0.87	1.0038	3,488
2023	10	2,098	0.99	0.9429	0.94	0.9970	2,092
2023	11	28,757	1.05	1.0000	1.00	1.0000	28,757
2023	12	5,129	1.10	1.0476	1.05	1.0023	5,141
2023	13	6,589	1.14	1.0857	1.09	1.0039	6,615
2023	14	16,301	1.20	1.1429	1.14	0.9975	16,260
2023	15	30,605	1.25	1.1905	1.19	0.9996	30,593
2023	16	14,404	1.30	1.2381	1.24	1.0015	14,426
2023	17	54,894	1.35	1.2857	1.29	1.0033	55,077
2023	18	53,855	1.41	1.3429	1.34	0.9979	53,740
2023	19	157,971	1.45	1.3810	1.38	0.9993	157,862
2023	20	225,691	1.49	1.4190	1.42	1.0007	225,842
2023	21	167,208	1.54	1.4667	1.47	1.0023	167,588
2023	22	247,075	1.59	1.5143	1.51	0.9972	246,376
2023	23	343,864	1.64	1.5619	1.56	0.9988	343,445
2023	24	665,716	1.68	1.6000	1.60	1.0000	665,716
2023	25	499,927	1.73	1.6476	1.65	1.0014	500,649
2023	26	1,042,111	1.79	1.7048	1.70	0.9972	1,039,200
2023	27	708,459	1.84	1.7524	1.75	0.9986	707,496
2023	28	661,763	1.90	1.8095	1.81	1.0003	661,937
2023	29	1,311,922	1.96	1.8667	1.87	1.0018	1,314,265
2023	30	1,848,922	2.02	1.9238	1.92	0.9980	1,845,261
2023	31	2,174,111	2.08	1.9810	1.98	0.9995	2,173,066
2023	32	1,659,515	2.14	2.0381	2.04	1.0009	1,661,066
2023	33	1,656,972	2.21	2.1048	2.10	0.9977	1,653,223
2023	34	2,492,810	2.26	2.1524	2.15	0.9989	2,490,052
2023	35	1,981,997	2.31	2.2000	2.20	1.0000	1,981,997
2023	36	1,587,096	2.37	2.2571	2.26	1.0013	1,589,105
2023	37	2,237,530	2.46	2.3429	2.34	0.9988	2,234,801
2023	38	1,921,764	2.55	2.4286	2.43	1.0006	1,922,894
2023	39	2,576,209	2.64	2.5143	2.51	0.9983	2,571,818
2023	40	2,390,021	2.72	2.5905	2.59	0.9998	2,389,582
2023	41	1,644,908	2.81	2.6762	2.68	1.0014	1,647,250
2023	42	2,182,167	2.90	2.7619	2.76	0.9993	2,180,662
2023	43	1,758,137	2.98	2.8381	2.84	1.0007	1,759,317
2023	44	2,070,069	3.07	2.9238	2.92	0.9987	2,067,372
2023	45	2,193,132	3.15	3.0000	3.00	1.0000	2,193,132
2023	46	1,616,902	3.26	3.1048	3.10	0.9985	1,614,422
2023	47	1,449,715	3.36	3.2000	3.20	1.0000	1,449,715
2023	48	1,420,377	3.47	3.3048	3.30	0.9986	1,418,330

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Comprehensive Ratio x Writ Prem
2023	49	765,585	3.57	3.4000	3.40	1.0000	765,585
2023	50	1,037,498	3.66	3.4857	3.49	1.0012	1,038,774
2023	51	1,335,743	3.77	3.5905	3.59	0.9999	1,335,566
2023	52	581,397	3.87	3.6857	3.69	1.0012	582,073
2023	53	1,203,826	3.97	3.7810	3.78	0.9997	1,203,523
2023	54	815,939	4.13	3.9333	3.93	0.9992	815,248
2023	55	707,998	4.33	4.1238	4.12	0.9991	707,344
2023	56	1,943,076	4.56	4.3429	4.34	0.9993	1,941,798
2023	57	864,779	4.81	4.5810	4.58	0.9998	864,599
2023	58	1,338,640	5.19	4.9429	4.94	0.9994	1,337,866
2023	59	958,301	5.75	5.4762	5.48	1.0007	958,968
2023	60	874,388	6.37	6.0667	6.07	1.0005	874,868
2023	61	703,277	6.96	6.6286	6.63	1.0002	703,429
2023	62	388,353	7.51	7.1524	7.15	0.9997	388,224
2023	63	463,208	8.06	7.6762	7.68	1.0005	463,438
2023	64	465,599	8.61	8.2000	8.20	1.0000	465,599
2023	65	388,640	9.17	8.7333	8.73	0.9996	388,492
2023	66	508,588	10.00	9.5238	9.52	0.9996	508,385
2023	67	301,959	11.10	10.5714	10.57	0.9999	301,918
2023	68	201,741	12.20	11.6190	11.62	1.0001	201,758
2023	69	345,899	13.30	12.6667	12.67	1.0003	345,990
2023	70	158,678	14.41	13.7238	13.72	0.9997	158,634
2023	71	16,506	15.51	14.7714	14.77	0.9999	16,504
2023	72	12,072	16.61	15.8190	15.82	1.0001	12,073
2023	73	21,726	17.71	16.8667	16.87	1.0002	21,730
2023	74	457,009	18.82	17.9238	17.92	0.9998	456,912
2023	75	137,424	19.92	18.9714	18.97	0.9999	137,414
	Total	1,068,469,988			offset (3)/(8) =	1.015	1,053,121,048

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
1989	1	136,789	0.13	0.1171	0.13	1.1100	151,836
1989	2	50,224	0.16	0.1441	0.16	1.1100	55,749
1989	3	138,897	0.20	0.1802	0.20	1.1100	154,176
1989	4	96,351	0.22	0.1982	0.22	1.1100	106,950
1989	5	260,736	0.26	0.2342	0.26	1.1100	289,417
1989	6	107,141	0.28	0.2523	0.28	1.1100	118,927
1989	7	374,158	0.31	0.2793	0.31	1.1100	415,315
1989	8	239,704	0.37	0.3333	0.37	1.1100	266,071
1989	10	297,145	0.43	0.3874	0.43	1.1100	329,831
1989	11	279,795	0.47	0.4234	0.47	1.1100	310,572
1989	12	346,357	0.52	0.4685	0.52	1.1100	384,456
1989	13	142,190	0.56	0.5045	0.56	1.1100	157,831
1989	14	117,028	0.62	0.5586	0.62	1.1100	129,901
1989	15	78,957	0.67	0.6036	0.67	1.1100	87,642
1989	16	63,276	0.74	0.6667	0.74	1.1100	70,236
1989	17	56,815	0.78	0.7027	0.78	1.1100	63,065
1989	18	57,487	0.85	0.7658	0.85	1.1100	63,811
1989	19	94,272	0.90	0.8108	0.90	1.1100	104,642
1989	20	33,781	0.96	0.8649	0.96	1.1100	37,497
1989	21	76,313	1.09	0.9820	1.09	1.1100	84,707
Model Years 1990-2010 combined							
2010	1	112,025	0.27	0.2432	0.27	1.1100	124,348
2010	2	91,326	0.31	0.2793	0.31	1.1100	101,372
2010	3	130,486	0.36	0.3243	0.36	1.1100	144,839
2010	4	228,512	0.39	0.3514	0.39	1.1100	253,648
2010	5	1,095,006	0.41	0.3694	0.41	1.1100	1,215,457
2010	6	1,620,518	0.43	0.3874	0.43	1.1100	1,798,775
2010	7	3,985,836	0.45	0.4054	0.45	1.1100	4,424,278
2010	8	10,092,307	0.47	0.4234	0.47	1.1100	11,202,461
2010	10	15,529,669	0.50	0.4505	0.50	1.1100	17,237,933
2010	11	23,880,234	0.53	0.4775	0.53	1.1100	26,507,060
2010	12	34,971,790	0.54	0.4865	0.54	1.1100	38,818,687
2010	13	38,354,593	0.56	0.5045	0.56	1.1100	42,573,598
2010	14	46,419,375	0.60	0.5405	0.60	1.1100	51,525,506
2010	15	45,862,804	0.63	0.5676	0.63	1.1100	50,907,712
2010	16	36,277,212	0.65	0.5856	0.65	1.1100	40,267,705
2010	17	22,726,778	0.68	0.6126	0.68	1.1100	25,226,724
2010	18	17,129,269	0.71	0.6396	0.71	1.1100	19,013,489
2010	19	15,771,644	0.75	0.6757	0.75	1.1100	17,506,525
2010	20	12,399,285	0.77	0.6937	0.77	1.1100	13,763,206
2010	21	8,901,026	0.80	0.7207	0.80	1.1100	9,880,139
2010	22	7,612,651	0.85	0.7658	0.85	1.1100	8,450,043
2010	23	6,217,942	1.72	1.5495	1.72	1.1100	6,901,916
2010	24	4,371,262	2.00	1.8018	2.00	1.1100	4,852,101
2010	25	2,406,152	2.46	2.2162	2.46	1.1100	2,670,829
2010	26	1,216,412	3.02	2.7207	3.02	1.1100	1,350,217
2010	27	3,225,217	3.52	3.1712	3.52	1.1100	3,579,991

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
Model Years 2011-2012 combined							
2012	1	383,904	0.21	0.1892	0.21	1.1100	426,133
2012	2	290,247	0.28	0.2523	0.28	1.1100	322,174
2012	3	203,858	0.30	0.2703	0.30	1.1100	226,282
2012	4	449,836	0.35	0.3153	0.35	1.1100	499,318
2012	5	549,801	0.39	0.3514	0.39	1.1100	610,279
2012	6	943,841	0.40	0.3604	0.40	1.1100	1,047,664
2012	7	1,268,853	0.42	0.3784	0.42	1.1100	1,408,427
2012	8	1,388,531	0.44	0.3964	0.44	1.1100	1,541,269
2012	10	2,271,881	0.46	0.4144	0.46	1.1100	2,521,788
2012	11	2,494,690	0.47	0.4234	0.47	1.1100	2,769,106
2012	12	3,945,384	0.49	0.4414	0.49	1.1100	4,379,376
2012	13	3,747,734	0.50	0.4505	0.50	1.1100	4,159,985
2012	14	3,224,954	0.52	0.4685	0.52	1.1100	3,579,699
2012	15	4,798,084	0.53	0.4775	0.53	1.1100	5,325,873
2012	16	4,221,805	0.53	0.4775	0.53	1.1100	4,686,204
2012	17	6,668,568	0.54	0.4865	0.54	1.1100	7,402,110
2012	18	4,622,187	0.55	0.4955	0.55	1.1100	5,130,628
2012	19	4,143,447	0.56	0.5045	0.56	1.1100	4,599,226
2012	20	5,889,234	0.58	0.5225	0.58	1.1100	6,537,050
2012	21	5,369,776	0.59	0.5315	0.59	1.1100	5,960,451
2012	22	6,135,408	0.60	0.5405	0.60	1.1100	6,810,303
2012	23	8,677,331	0.61	0.5495	0.61	1.1100	9,631,837
2012	24	8,226,258	0.63	0.5676	0.63	1.1100	9,131,146
2012	25	5,462,626	0.63	0.5676	0.63	1.1100	6,063,515
2012	26	4,772,026	0.64	0.5766	0.64	1.1100	5,296,949
2012	27	5,844,782	0.65	0.5856	0.65	1.1100	6,487,708
2012	28	4,779,842	0.65	0.5856	0.65	1.1100	5,305,625
2012	29	7,254,374	0.66	0.5946	0.66	1.1100	8,052,355
2012	30	4,559,448	0.67	0.6036	0.67	1.1100	5,060,987
2012	31	4,267,287	0.68	0.6126	0.68	1.1100	4,736,689
2012	32	4,296,685	0.69	0.6216	0.69	1.1100	4,769,320
2012	33	3,530,980	0.70	0.6306	0.70	1.1100	3,919,388
2012	34	3,127,766	0.71	0.6396	0.71	1.1100	3,471,820
2012	35	2,089,629	0.72	0.6486	0.72	1.1100	2,319,488
2012	36	3,528,443	0.73	0.6577	0.73	1.1100	3,916,572
2012	37	1,901,066	0.74	0.6667	0.74	1.1100	2,110,183
2012	38	1,276,946	0.75	0.6757	0.75	1.1100	1,417,410
2012	39	1,384,240	0.76	0.6847	0.76	1.1100	1,536,506
2012	40	1,411,500	0.77	0.6937	0.77	1.1100	1,566,765
2012	41	1,672,699	0.78	0.7027	0.78	1.1100	1,856,696
2012	42	1,612,128	0.78	0.7027	0.78	1.1100	1,789,462
2012	43	998,306	0.79	0.7117	0.79	1.1100	1,108,120
2012	44	1,760,218	0.80	0.7207	0.80	1.1100	1,953,842
2012	45	1,538,506	0.81	0.7297	0.81	1.1100	1,707,742
2012	46	970,202	0.82	0.7387	0.82	1.1100	1,076,924
2012	47	1,391,561	0.83	0.7477	0.83	1.1100	1,544,633
2012	48	1,582,050	0.84	0.7568	0.84	1.1100	1,756,076
2012	49	897,842	0.85	0.7658	0.85	1.1100	996,605
2012	50	1,406,226	0.86	0.7748	0.86	1.1100	1,560,911
2012	51	995,293	0.87	0.7838	0.87	1.1100	1,104,775
2012	52	670,070	0.87	0.7838	0.87	1.1100	743,778
2012	53	553,419	0.88	0.7928	0.88	1.1100	614,295

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2012	54	1,006,234	0.89	0.8018	0.89	1.1100	1,116,920
2012	55	505,452	0.91	0.8198	0.91	1.1100	561,052
2012	56	1,261,774	0.92	0.8288	0.92	1.1100	1,400,569
2012	57	1,253,360	0.94	0.8468	0.94	1.1100	1,391,230
2012	58	693,985	0.97	0.8739	0.97	1.1100	770,323
2012	59	711,773	1.01	0.9099	1.01	1.1100	790,068
2012	60	624,314	1.05	0.9459	1.05	1.1100	692,989
2012	61	496,918	1.08	0.9730	1.08	1.1100	551,579
2012	62	435,111	1.10	0.9910	1.10	1.1100	482,973
2012	63	476,551	1.12	1.0090	1.12	1.1100	528,972
2012	64	286,278	1.15	1.0360	1.15	1.1100	317,769
2012	65	454,609	1.17	1.0541	1.17	1.1100	504,616
2012	66	340,531	1.20	1.0811	1.20	1.1100	377,989
2012	67	73,880	1.25	1.1261	1.25	1.1100	82,007
2012	68	68,866	1.30	1.1712	1.30	1.1100	76,441
2012	69	110,007	1.34	1.2072	1.34	1.1100	122,108
2012	70	49,117	1.39	1.2523	1.39	1.1100	54,520
2012	71	33,365	1.44	1.2973	1.44	1.1100	37,035
2012	72	37,995	1.49	1.3423	1.49	1.1100	42,174
2012	73	1,134	1.53	1.3784	1.53	1.1100	1,259
2012	74	621	1.58	1.4234	1.58	1.1100	689
2012	75	2,458	1.63	1.4685	1.63	1.1100	2,728
2013	1	226,253	0.25	0.2252	0.21	0.9324	210,958
2013	2	166,432	0.34	0.3063	0.28	0.9141	152,138
2013	3	73,110	0.36	0.3243	0.30	0.9250	67,627
2013	4	61,456	0.43	0.3874	0.35	0.9035	55,525
2013	5	270,351	0.47	0.4234	0.39	0.9211	249,011
2013	6	408,255	0.49	0.4414	0.40	0.9061	369,929
2013	7	641,541	0.51	0.4595	0.42	0.9141	586,444
2013	8	822,204	0.54	0.4865	0.44	0.9044	743,638
2013	10	1,165,578	0.55	0.4955	0.46	0.9284	1,082,080
2013	11	2,259,309	0.57	0.5135	0.47	0.9153	2,067,862
2013	12	976,015	0.59	0.5315	0.49	0.9219	899,753
2013	13	1,777,982	0.61	0.5495	0.50	0.9098	1,617,672
2013	14	2,231,054	0.63	0.5676	0.52	0.9162	2,044,070
2013	15	2,684,153	0.64	0.5766	0.53	0.9192	2,467,324
2013	16	3,158,107	0.64	0.5766	0.53	0.9192	2,902,991
2013	17	2,912,710	0.66	0.5946	0.54	0.9082	2,645,270
2013	18	4,826,706	0.67	0.6036	0.55	0.9112	4,398,066
2013	19	2,809,179	0.68	0.6126	0.56	0.9141	2,567,920
2013	20	3,781,849	0.70	0.6306	0.58	0.9197	3,478,221
2013	21	3,148,972	0.72	0.6486	0.59	0.9096	2,864,252
2013	22	3,749,728	0.73	0.6577	0.60	0.9123	3,420,985
2013	23	2,678,349	0.74	0.6667	0.61	0.9150	2,450,689
2013	24	4,984,530	0.76	0.6847	0.63	0.9201	4,586,423
2013	25	4,690,738	0.76	0.6847	0.63	0.9201	4,316,096
2013	26	6,720,189	0.78	0.7027	0.64	0.9108	6,120,541
2013	27	2,690,739	0.79	0.7117	0.65	0.9133	2,457,428
2013	28	3,887,238	0.79	0.7117	0.65	0.9133	3,550,180
2013	29	6,221,215	0.80	0.7207	0.66	0.9158	5,697,078
2013	30	4,253,458	0.81	0.7297	0.67	0.9181	3,905,305

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2013	31	6,565,206	0.82	0.7387	0.68	0.9205	6,043,192
2013	32	4,114,033	0.84	0.7568	0.69	0.9118	3,751,117
2013	33	2,633,163	0.85	0.7658	0.70	0.9141	2,407,021
2013	34	2,438,110	0.86	0.7748	0.71	0.9164	2,234,273
2013	35	2,588,948	0.87	0.7838	0.72	0.9186	2,378,261
2013	36	1,984,587	0.88	0.7928	0.73	0.9208	1,827,399
2013	37	1,253,115	0.90	0.8108	0.74	0.9127	1,143,676
2013	38	1,504,370	0.91	0.8198	0.75	0.9148	1,376,251
2013	39	643,024	0.92	0.8288	0.76	0.9170	589,625
2013	40	1,743,944	0.93	0.8378	0.77	0.9190	1,602,741
2013	41	1,361,671	0.94	0.8468	0.78	0.9211	1,254,186
2013	42	625,498	0.95	0.8559	0.78	0.9114	570,059
2013	43	1,197,999	0.96	0.8649	0.79	0.9134	1,094,297
2013	44	765,196	0.97	0.8739	0.80	0.9155	700,509
2013	45	490,437	0.99	0.8919	0.81	0.9082	445,406
2013	46	812,207	1.00	0.9009	0.82	0.9102	739,271
2013	47	518,416	1.01	0.9099	0.83	0.9122	472,888
2013	48	901,238	1.02	0.9189	0.84	0.9141	823,838
2013	49	1,573,063	1.03	0.9279	0.85	0.9160	1,440,956
2013	50	1,210,743	1.04	0.9369	0.86	0.9179	1,111,322
2013	51	1,778,017	1.05	0.9459	0.87	0.9197	1,635,268
2013	52	558,123	1.06	0.9550	0.87	0.9110	508,471
2013	53	588,274	1.07	0.9640	0.88	0.9129	537,034
2013	54	967,055	1.08	0.9730	0.89	0.9147	884,587
2013	55	549,701	1.10	0.9910	0.91	0.9183	504,775
2013	56	984,117	1.12	1.0090	0.92	0.9118	897,304
2013	57	968,388	1.14	1.0270	0.94	0.9153	886,330
2013	58	905,060	1.17	1.0541	0.97	0.9203	832,887
2013	59	292,231	1.22	1.0991	1.01	0.9189	268,541
2013	60	727,476	1.27	1.1441	1.05	0.9177	667,617
2013	61	569,656	1.31	1.1802	1.08	0.9151	521,300
2013	62	213,957	1.34	1.2072	1.10	0.9112	194,956
2013	63	366,621	1.36	1.2252	1.12	0.9141	335,135
2013	64	256,398	1.39	1.2523	1.15	0.9183	235,462
2013	65	328,321	1.42	1.2793	1.17	0.9146	300,275
2013	66	367,099	1.46	1.3153	1.20	0.9123	334,915
2013	67	345,407	1.52	1.3694	1.25	0.9128	315,298
2013	68	109,174	1.57	1.4144	1.30	0.9191	100,343
2013	69	79,842	1.63	1.4685	1.34	0.9125	72,857
2013	70	61,372	1.69	1.5225	1.39	0.9130	56,030
2013	71	34,552	1.74	1.5676	1.44	0.9186	31,740
2013	72	9,901	1.80	1.6216	1.49	0.9188	9,097
2013	73	729	1.86	1.6757	1.53	0.9131	666
2013	74	3,502	1.92	1.7297	1.58	0.9134	3,199
2013	75	0	1.97	1.7748	1.63	0.9184	0
2014	1	309,236	0.27	0.2432	0.21	0.8633	266,974
2014	2	191,779	0.36	0.3243	0.28	0.8633	165,569
2014	3	70,977	0.39	0.3514	0.30	0.8538	60,603
2014	4	603,888	0.46	0.4144	0.35	0.8446	510,023
2014	5	37,882	0.50	0.4505	0.39	0.8658	32,798
2014	6	526,979	0.52	0.4685	0.40	0.8538	449,959

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2014	7	351,594	0.55	0.4955	0.42	0.8476	298,024
2014	8	1,007,744	0.57	0.5135	0.44	0.8568	863,477
2014	10	838,894	0.59	0.5315	0.46	0.8654	725,999
2014	11	2,026,476	0.61	0.5495	0.47	0.8552	1,733,135
2014	12	2,078,312	0.63	0.5676	0.49	0.8633	1,794,276
2014	13	2,985,427	0.65	0.5856	0.50	0.8538	2,549,095
2014	14	2,185,809	0.67	0.6036	0.52	0.8615	1,883,058
2014	15	5,466,091	0.68	0.6126	0.53	0.8651	4,728,973
2014	16	2,377,281	0.69	0.6216	0.53	0.8526	2,026,890
2014	17	3,894,909	0.70	0.6306	0.54	0.8563	3,335,155
2014	18	4,010,974	0.72	0.6486	0.55	0.8479	3,400,972
2014	19	4,016,873	0.73	0.6577	0.56	0.8515	3,420,395
2014	20	4,653,814	0.75	0.6757	0.58	0.8584	3,994,834
2014	21	5,122,746	0.77	0.6937	0.59	0.8505	4,356,995
2014	22	3,192,961	0.78	0.7027	0.60	0.8538	2,726,297
2014	23	5,435,634	0.79	0.7117	0.61	0.8571	4,658,820
2014	24	4,917,277	0.81	0.7297	0.63	0.8633	4,245,249
2014	25	4,571,281	0.82	0.7387	0.63	0.8528	3,898,411
2014	26	4,909,304	0.83	0.7477	0.64	0.8559	4,201,891
2014	27	4,919,930	0.84	0.7568	0.65	0.8589	4,225,868
2014	28	7,291,661	0.85	0.7658	0.65	0.8488	6,189,333
2014	29	4,877,183	0.86	0.7748	0.66	0.8519	4,154,679
2014	30	4,160,938	0.87	0.7838	0.67	0.8548	3,556,885
2014	31	7,395,296	0.88	0.7928	0.68	0.8577	6,343,147
2014	32	5,967,532	0.90	0.8108	0.69	0.8510	5,078,370
2014	33	5,480,014	0.91	0.8198	0.70	0.8538	4,679,089
2014	34	3,028,300	0.92	0.8288	0.71	0.8566	2,594,134
2014	35	3,279,676	0.93	0.8378	0.72	0.8594	2,818,405
2014	36	2,052,329	0.95	0.8559	0.73	0.8529	1,750,529
2014	37	1,372,736	0.96	0.8649	0.74	0.8556	1,174,547
2014	38	3,389,313	0.98	0.8829	0.75	0.8495	2,879,187
2014	39	1,511,321	0.98	0.8829	0.76	0.8608	1,300,970
2014	40	1,063,064	0.99	0.8919	0.77	0.8633	917,779
2014	41	918,070	1.01	0.9099	0.78	0.8572	786,995
2014	42	2,638,254	1.02	0.9189	0.78	0.8488	2,239,412
2014	43	852,950	1.03	0.9279	0.79	0.8514	726,167
2014	44	1,039,442	1.04	0.9369	0.80	0.8538	887,524
2014	45	529,140	1.06	0.9550	0.81	0.8482	448,821
2014	46	1,158,862	1.07	0.9640	0.82	0.8507	985,791
2014	47	595,563	1.08	0.9730	0.83	0.8531	508,048
2014	48	1,263,806	1.09	0.9820	0.84	0.8554	1,081,076
2014	49	2,175,270	1.10	0.9910	0.85	0.8577	1,865,788
2014	50	1,508,386	1.12	1.0090	0.86	0.8523	1,285,630
2014	51	1,752,832	1.13	1.0180	0.87	0.8546	1,497,973
2014	52	1,099,235	1.13	1.0180	0.87	0.8546	939,408
2014	53	1,288,857	1.15	1.0360	0.88	0.8494	1,094,744
2014	54	989,612	1.16	1.0450	0.89	0.8516	842,791
2014	55	1,448,481	1.18	1.0631	0.91	0.8560	1,239,924
2014	56	1,222,901	1.20	1.0811	0.92	0.8510	1,040,689
2014	57	1,698,945	1.22	1.0991	0.94	0.8552	1,453,016
2014	58	501,229	1.26	1.1351	0.97	0.8545	428,312
2014	59	631,799	1.31	1.1802	1.01	0.8558	540,695
2014	60	752,065	1.36	1.2252	1.05	0.8570	644,509

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2014	61	874,018	1.40	1.2613	1.08	0.8563	748,409
2014	62	232,531	1.43	1.2883	1.10	0.8538	198,546
2014	63	369,939	1.46	1.3153	1.12	0.8515	315,006
2014	64	238,649	1.49	1.3423	1.15	0.8567	204,453
2014	65	410,151	1.52	1.3694	1.17	0.8544	350,436
2014	66	439,696	1.56	1.4054	1.20	0.8538	375,433
2014	67	162,451	1.62	1.4595	1.25	0.8565	139,136
2014	68	160,502	1.68	1.5135	1.30	0.8589	137,860
2014	69	226,848	1.74	1.5676	1.34	0.8548	193,916
2014	70	89,985	1.81	1.6306	1.39	0.8524	76,706
2014	71	81,659	1.87	1.6847	1.44	0.8548	69,799
2014	72	28,906	1.93	1.7387	1.49	0.8569	24,771
2014	73	10,331	1.99	1.7928	1.53	0.8534	8,817
2014	74	14,250	2.05	1.8468	1.58	0.8555	12,191
2014	75	19,213	2.11	1.9009	1.63	0.8575	16,475
2015	1	512,917	0.29	0.2613	0.25	0.9569	490,809
2015	2	17,904	0.39	0.3514	0.34	0.9677	17,326
2015	3	17,417	0.42	0.3784	0.36	0.9514	16,571
2015	4	341,461	0.50	0.4505	0.43	0.9546	325,959
2015	5	81,672	0.54	0.4865	0.47	0.9661	78,904
2015	6	420,286	0.57	0.5135	0.49	0.9542	401,041
2015	7	463,808	0.59	0.5315	0.51	0.9595	445,020
2015	8	551,405	0.62	0.5586	0.54	0.9668	533,084
2015	10	1,595,856	0.64	0.5766	0.55	0.9539	1,522,297
2015	11	1,064,406	0.66	0.5946	0.57	0.9586	1,020,378
2015	12	1,644,487	0.69	0.6216	0.59	0.9491	1,560,833
2015	13	2,374,148	0.71	0.6396	0.61	0.9537	2,264,135
2015	14	2,745,547	0.73	0.6577	0.63	0.9579	2,630,084
2015	15	2,692,904	0.74	0.6667	0.64	0.9600	2,585,188
2015	16	6,681,813	0.75	0.6757	0.64	0.9472	6,329,013
2015	17	4,440,300	0.76	0.6847	0.66	0.9639	4,280,216
2015	18	3,388,047	0.78	0.7027	0.67	0.9535	3,230,373
2015	19	6,814,455	0.79	0.7117	0.68	0.9554	6,510,824
2015	20	4,726,642	0.81	0.7297	0.70	0.9593	4,534,075
2015	21	9,188,236	0.83	0.7477	0.72	0.9629	8,847,275
2015	22	5,147,185	0.84	0.7568	0.73	0.9646	4,965,195
2015	23	3,593,141	0.86	0.7748	0.74	0.9551	3,431,867
2015	24	7,142,121	0.88	0.7928	0.76	0.9586	6,846,697
2015	25	6,076,091	0.88	0.7928	0.76	0.9586	5,824,762
2015	26	4,574,723	0.90	0.8108	0.78	0.9620	4,400,884
2015	27	8,501,815	0.91	0.8198	0.79	0.9636	8,192,573
2015	28	5,237,729	0.92	0.8288	0.79	0.9532	4,992,353
2015	29	4,339,892	0.93	0.8378	0.80	0.9548	4,143,897
2015	30	5,953,722	0.94	0.8468	0.81	0.9565	5,694,672
2015	31	4,539,501	0.95	0.8559	0.82	0.9581	4,349,320
2015	32	11,867,142	0.97	0.8739	0.84	0.9612	11,407,137
2015	33	4,813,087	0.98	0.8829	0.85	0.9628	4,633,824
2015	34	8,489,817	1.00	0.9009	0.86	0.9546	8,104,379
2015	35	5,553,150	1.01	0.9099	0.87	0.9561	5,309,581
2015	36	3,555,392	1.02	0.9189	0.88	0.9576	3,404,811
2015	37	4,574,090	1.04	0.9369	0.90	0.9606	4,393,765

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2015	38	4,998,719	1.06	0.9550	0.91	0.9529	4,763,402
2015	39	2,776,481	1.06	0.9550	0.92	0.9634	2,674,851
2015	40	2,708,878	1.08	0.9730	0.93	0.9558	2,589,236
2015	41	2,580,959	1.09	0.9820	0.94	0.9572	2,470,617
2015	42	1,471,896	1.10	0.9910	0.95	0.9586	1,411,013
2015	43	2,052,623	1.12	1.0090	0.96	0.9514	1,952,924
2015	44	943,799	1.12	1.0090	0.97	0.9613	907,311
2015	45	1,626,263	1.14	1.0270	0.99	0.9639	1,567,632
2015	46	933,434	1.16	1.0450	1.00	0.9569	893,200
2015	47	967,621	1.17	1.0541	1.01	0.9582	927,179
2015	48	2,183,599	1.18	1.0631	1.02	0.9595	2,095,145
2015	49	731,517	1.19	1.0721	1.03	0.9608	702,810
2015	50	1,497,057	1.21	1.0901	1.04	0.9540	1,428,267
2015	51	1,522,495	1.22	1.0991	1.05	0.9553	1,454,482
2015	52	1,097,602	1.23	1.1081	1.06	0.9566	1,049,950
2015	53	862,973	1.24	1.1171	1.07	0.9578	826,575
2015	54	2,088,285	1.25	1.1261	1.08	0.9590	2,002,749
2015	55	1,257,919	1.27	1.1441	1.10	0.9614	1,209,385
2015	56	2,095,046	1.29	1.1622	1.12	0.9637	2,019,040
2015	57	1,802,348	1.32	1.1892	1.14	0.9586	1,727,796
2015	58	1,180,274	1.36	1.2252	1.17	0.9549	1,127,075
2015	59	858,577	1.41	1.2703	1.22	0.9604	824,599
2015	60	743,317	1.47	1.3243	1.27	0.9590	712,826
2015	61	812,243	1.52	1.3694	1.31	0.9566	777,028
2015	62	510,226	1.55	1.3964	1.34	0.9596	489,619
2015	63	672,049	1.58	1.4234	1.36	0.9554	642,105
2015	64	467,843	1.61	1.4505	1.39	0.9583	448,345
2015	65	561,906	1.64	1.4775	1.42	0.9611	540,046
2015	66	192,799	1.69	1.5225	1.46	0.9589	184,882
2015	67	263,869	1.76	1.5856	1.52	0.9586	252,954
2015	68	240,192	1.82	1.6396	1.57	0.9575	229,990
2015	69	198,197	1.89	1.7027	1.63	0.9573	189,734
2015	70	180,176	1.95	1.7568	1.69	0.9620	173,329
2015	71	109,254	2.02	1.8198	1.74	0.9561	104,462
2015	72	34,301	2.09	1.8829	1.80	0.9560	32,791
2015	73	21,114	2.15	1.9369	1.86	0.9603	20,275
2015	74	30,924	2.22	2.0000	1.92	0.9600	29,687
2015	75	4,341	2.28	2.0541	1.97	0.9591	4,163
2016	1	35,292	0.31	0.2793	0.27	0.9668	34,119
2016	2	632,356	0.41	0.3694	0.36	0.9746	616,316
2016	3	236,927	0.45	0.4054	0.39	0.9620	227,924
2016	4	37,286	0.53	0.4775	0.46	0.9634	35,921
2016	5	502,024	0.57	0.5135	0.50	0.9737	488,813
2016	6	401,116	0.60	0.5405	0.52	0.9620	385,874
2016	7	1,039,392	0.63	0.5676	0.55	0.9690	1,007,220
2016	8	233,092	0.66	0.5946	0.57	0.9586	223,450
2016	10	1,640,796	0.68	0.6126	0.59	0.9631	1,580,231
2016	11	1,226,435	0.70	0.6306	0.61	0.9673	1,186,313
2016	12	2,009,746	0.73	0.6577	0.63	0.9579	1,925,227
2016	13	1,561,872	0.75	0.6757	0.65	0.9620	1,502,521
2016	14	2,534,424	0.77	0.6937	0.67	0.9658	2,447,859

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2016	15	2,894,995	0.78	0.7027	0.68	0.9677	2,801,464
2016	16	5,006,392	0.79	0.7117	0.69	0.9695	4,853,665
2016	17	4,438,827	0.81	0.7297	0.70	0.9593	4,257,986
2016	18	7,225,644	0.83	0.7477	0.72	0.9629	6,957,512
2016	19	3,704,497	0.84	0.7568	0.73	0.9646	3,573,517
2016	20	6,407,588	0.86	0.7748	0.75	0.9680	6,202,694
2016	21	8,606,143	0.88	0.7928	0.77	0.9713	8,358,716
2016	22	7,155,803	0.90	0.8108	0.78	0.9620	6,883,882
2016	23	5,044,272	0.91	0.8198	0.79	0.9636	4,860,794
2016	24	9,966,545	0.93	0.8378	0.81	0.9668	9,635,399
2016	25	5,261,967	0.94	0.8468	0.82	0.9683	5,095,151
2016	26	6,083,971	0.95	0.8559	0.83	0.9698	5,900,171
2016	27	10,699,120	0.97	0.8739	0.84	0.9612	10,284,391
2016	28	5,908,834	0.97	0.8739	0.85	0.9727	5,747,407
2016	29	4,096,651	0.99	0.8919	0.86	0.9642	3,950,165
2016	30	8,298,397	0.99	0.8919	0.87	0.9755	8,094,709
2016	31	6,454,013	1.01	0.9099	0.88	0.9671	6,241,861
2016	32	7,793,043	1.03	0.9279	0.90	0.9699	7,558,495
2016	33	7,521,610	1.04	0.9369	0.91	0.9713	7,305,364
2016	34	9,702,022	1.06	0.9550	0.92	0.9634	9,346,891
2016	35	5,436,935	1.07	0.9640	0.93	0.9648	5,245,372
2016	36	3,611,044	1.09	0.9820	0.95	0.9674	3,493,437
2016	37	5,707,393	1.11	1.0000	0.96	0.9600	5,479,097
2016	38	2,200,057	1.12	1.0090	0.98	0.9713	2,136,805
2016	39	4,962,116	1.13	1.0180	0.98	0.9627	4,776,805
2016	40	2,584,677	1.14	1.0270	0.99	0.9639	2,491,493
2016	41	1,571,253	1.16	1.0450	1.01	0.9665	1,518,562
2016	42	2,714,686	1.17	1.0541	1.02	0.9677	2,626,981
2016	43	2,474,804	1.18	1.0631	1.03	0.9689	2,397,833
2016	44	2,128,150	1.19	1.0721	1.04	0.9701	2,064,484
2016	45	2,050,057	1.21	1.0901	1.06	0.9724	1,993,469
2016	46	797,868	1.23	1.1081	1.07	0.9656	770,429
2016	47	830,588	1.24	1.1171	1.08	0.9668	802,991
2016	48	1,603,426	1.25	1.1261	1.09	0.9679	1,551,988
2016	49	1,210,128	1.27	1.1441	1.10	0.9614	1,163,438
2016	50	2,883,825	1.28	1.1532	1.12	0.9713	2,800,915
2016	51	1,606,204	1.30	1.1712	1.13	0.9648	1,549,740
2016	52	1,535,526	1.30	1.1712	1.13	0.9648	1,481,546
2016	53	1,722,132	1.32	1.1892	1.15	0.9670	1,665,380
2016	54	963,108	1.33	1.1982	1.16	0.9681	932,404
2016	55	2,111,775	1.35	1.2162	1.18	0.9702	2,048,891
2016	56	1,130,623	1.37	1.2342	1.20	0.9723	1,099,263
2016	57	1,441,650	1.40	1.2613	1.22	0.9673	1,394,487
2016	58	1,672,474	1.44	1.2973	1.26	0.9713	1,624,390
2016	59	1,452,933	1.50	1.3514	1.31	0.9694	1,408,473
2016	60	721,043	1.56	1.4054	1.36	0.9677	697,748
2016	61	882,878	1.61	1.4505	1.40	0.9652	852,169
2016	62	373,887	1.65	1.4865	1.43	0.9620	359,679
2016	63	421,217	1.67	1.5045	1.46	0.9704	408,757
2016	64	611,751	1.71	1.5405	1.49	0.9672	591,681
2016	65	474,057	1.74	1.5676	1.52	0.9697	459,672
2016	66	552,555	1.79	1.6126	1.56	0.9674	534,528
2016	67	464,649	1.86	1.6757	1.62	0.9668	449,211

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2016	68	271,263	1.93	1.7387	1.68	0.9662	262,099
2016	69	184,092	2.00	1.8018	1.74	0.9657	177,778
2016	70	151,913	2.07	1.8649	1.81	0.9706	147,444
2016	71	47,166	2.14	1.9279	1.87	0.9700	45,749
2016	72	92,457	2.21	1.9910	1.93	0.9694	89,625
2016	73	17,704	2.28	2.0541	1.99	0.9688	17,152
2016	74	71,109	2.35	2.1171	2.05	0.9683	68,855
2016	75	1,067	2.42	2.1802	2.11	0.9678	1,033
2017	1	83,114	0.33	0.2973	0.29	0.9755	81,074
2017	2	707,598	0.44	0.3964	0.39	0.9839	696,180
2017	3	5,880	0.48	0.4324	0.42	0.9713	5,711
2017	4	205,916	0.56	0.5045	0.50	0.9911	204,077
2017	5	459,026	0.62	0.5586	0.54	0.9668	443,774
2017	6	201,284	0.65	0.5856	0.57	0.9734	195,927
2017	7	524,433	0.68	0.6126	0.59	0.9631	505,075
2017	8	227,018	0.71	0.6396	0.62	0.9693	220,048
2017	10	885,346	0.73	0.6577	0.64	0.9732	861,575
2017	11	1,158,185	0.75	0.6757	0.66	0.9768	1,131,315
2017	12	931,060	0.78	0.7027	0.69	0.9819	914,229
2017	13	2,926,783	0.80	0.7207	0.71	0.9851	2,883,247
2017	14	2,223,283	0.83	0.7477	0.73	0.9763	2,170,514
2017	15	2,082,045	0.84	0.7568	0.74	0.9779	2,035,943
2017	16	4,106,199	0.85	0.7658	0.75	0.9794	4,021,660
2017	17	3,303,872	0.86	0.7748	0.76	0.9809	3,240,868
2017	18	4,292,481	0.89	0.8018	0.78	0.9728	4,175,764
2017	19	7,157,128	0.90	0.8108	0.79	0.9743	6,973,428
2017	20	5,371,780	0.92	0.8288	0.81	0.9773	5,249,747
2017	21	7,653,981	0.95	0.8559	0.83	0.9698	7,422,750
2017	22	7,059,381	0.96	0.8649	0.84	0.9713	6,856,424
2017	23	10,424,328	0.98	0.8829	0.86	0.9741	10,154,146
2017	24	6,337,136	1.00	0.9009	0.88	0.9768	6,190,114
2017	25	11,786,980	1.01	0.9099	0.88	0.9671	11,399,527
2017	26	8,926,652	1.02	0.9189	0.90	0.9794	8,742,868
2017	27	5,768,512	1.04	0.9369	0.91	0.9713	5,602,667
2017	28	9,249,352	1.04	0.9369	0.92	0.9819	9,082,152
2017	29	4,219,746	1.06	0.9550	0.93	0.9739	4,109,475
2017	30	7,208,543	1.07	0.9640	0.94	0.9751	7,029,340
2017	31	9,073,608	1.08	0.9730	0.95	0.9764	8,859,370
2017	32	8,899,313	1.10	0.9910	0.97	0.9788	8,710,809
2017	33	6,696,424	1.12	1.0090	0.98	0.9713	6,503,902
2017	34	8,480,646	1.13	1.0180	1.00	0.9823	8,330,546
2017	35	5,382,742	1.15	1.0360	1.01	0.9749	5,247,471
2017	36	8,764,165	1.16	1.0450	1.02	0.9760	8,554,127
2017	37	5,919,565	1.19	1.0721	1.04	0.9701	5,742,475
2017	38	3,546,537	1.20	1.0811	1.06	0.9805	3,477,380
2017	39	10,774,051	1.21	1.0901	1.06	0.9724	10,476,652
2017	40	5,704,269	1.22	1.0991	1.08	0.9826	5,605,146
2017	41	4,752,848	1.24	1.1171	1.09	0.9757	4,637,476
2017	42	2,947,155	1.25	1.1261	1.10	0.9768	2,878,781
2017	43	1,797,333	1.27	1.1441	1.12	0.9789	1,759,405
2017	44	2,326,785	1.28	1.1532	1.12	0.9713	2,259,890

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2017	45	1,272,748	1.30	1.1712	1.14	0.9734	1,238,873
2017	46	2,176,379	1.31	1.1802	1.16	0.9829	2,139,165
2017	47	2,001,822	1.33	1.1982	1.17	0.9765	1,954,711
2017	48	1,394,698	1.34	1.2072	1.18	0.9775	1,363,265
2017	49	1,402,995	1.36	1.2252	1.19	0.9713	1,362,659
2017	50	1,873,524	1.37	1.2342	1.21	0.9804	1,836,737
2017	51	1,170,860	1.39	1.2523	1.22	0.9742	1,140,704
2017	52	2,979,693	1.40	1.2613	1.23	0.9752	2,905,839
2017	53	2,007,604	1.41	1.2703	1.24	0.9762	1,959,763
2017	54	1,446,301	1.43	1.2883	1.25	0.9703	1,403,317
2017	55	1,994,596	1.45	1.3063	1.27	0.9722	1,939,160
2017	56	2,218,128	1.47	1.3243	1.29	0.9741	2,160,638
2017	57	2,117,807	1.50	1.3514	1.32	0.9768	2,068,674
2017	58	1,470,634	1.55	1.3964	1.36	0.9739	1,432,303
2017	59	1,230,559	1.61	1.4505	1.41	0.9721	1,196,241
2017	60	1,187,170	1.67	1.5045	1.47	0.9771	1,159,943
2017	61	703,917	1.73	1.5586	1.52	0.9753	686,502
2017	62	857,365	1.76	1.5856	1.55	0.9776	838,123
2017	63	378,256	1.79	1.6126	1.58	0.9798	370,606
2017	64	323,798	1.83	1.6486	1.61	0.9766	316,207
2017	65	374,080	1.87	1.6847	1.64	0.9735	364,158
2017	66	544,732	1.92	1.7297	1.69	0.9770	532,220
2017	67	228,018	2.00	1.8018	1.76	0.9768	222,728
2017	68	414,197	2.07	1.8649	1.82	0.9759	404,232
2017	69	203,146	2.15	1.9369	1.89	0.9758	198,223
2017	70	225,989	2.22	2.0000	1.95	0.9750	220,339
2017	71	102,804	2.30	2.0721	2.02	0.9749	100,220
2017	72	44,437	2.37	2.1351	2.09	0.9789	43,498
2017	73	24,458	2.45	2.2072	2.15	0.9741	23,824
2017	74	65,016	2.52	2.2703	2.22	0.9779	63,576
2017	75	33,819	2.60	2.3423	2.28	0.9734	32,919
2018	1	432,678	0.36	0.3243	0.31	0.9558	413,568
2018	2	399,730	0.48	0.4324	0.41	0.9481	378,994
2018	3	232,622	0.52	0.4685	0.45	0.9606	223,451
2018	4	313,695	0.61	0.5495	0.53	0.9644	302,536
2018	5	272,576	0.66	0.5946	0.57	0.9586	261,301
2018	6	173,341	0.70	0.6306	0.60	0.9514	164,922
2018	7	368,527	0.73	0.6577	0.63	0.9579	353,029
2018	8	981,544	0.76	0.6847	0.66	0.9639	946,157
2018	10	760,911	0.79	0.7117	0.68	0.9554	727,007
2018	11	1,071,957	0.81	0.7297	0.70	0.9593	1,028,285
2018	12	1,302,156	0.84	0.7568	0.73	0.9646	1,256,115
2018	13	2,187,795	0.87	0.7838	0.75	0.9569	2,093,493
2018	14	2,079,039	0.89	0.8018	0.77	0.9603	1,996,578
2018	15	3,440,702	0.91	0.8198	0.78	0.9514	3,273,582
2018	16	3,197,790	0.92	0.8288	0.79	0.9532	3,047,980
2018	17	4,523,130	0.93	0.8378	0.81	0.9668	4,372,845
2018	18	5,133,901	0.96	0.8649	0.83	0.9597	4,926,941
2018	19	8,158,060	0.97	0.8739	0.84	0.9612	7,841,830
2018	20	5,985,278	1.00	0.9009	0.86	0.9546	5,713,546
2018	21	7,482,039	1.02	0.9189	0.88	0.9576	7,165,153

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2018	22	5,123,003	1.04	0.9369	0.90	0.9606	4,921,038
2018	23	4,137,303	1.05	0.9459	0.91	0.9620	3,980,085
2018	24	8,524,678	1.08	0.9730	0.93	0.9558	8,148,171
2018	25	5,791,391	1.09	0.9820	0.94	0.9572	5,543,796
2018	26	10,128,027	1.10	0.9910	0.95	0.9586	9,709,095
2018	27	7,532,356	1.12	1.0090	0.97	0.9613	7,241,150
2018	28	7,636,029	1.13	1.0180	0.97	0.9528	7,275,852
2018	29	6,113,154	1.14	1.0270	0.99	0.9639	5,892,759
2018	30	6,006,234	1.15	1.0360	0.99	0.9556	5,739,348
2018	31	11,485,343	1.17	1.0541	1.01	0.9582	11,005,315
2018	32	5,096,348	1.19	1.0721	1.03	0.9608	4,896,348
2018	33	4,296,812	1.21	1.0901	1.04	0.9540	4,099,372
2018	34	4,998,956	1.22	1.0991	1.06	0.9644	4,821,124
2018	35	9,684,755	1.24	1.1171	1.07	0.9578	9,276,277
2018	36	5,530,121	1.26	1.1351	1.09	0.9602	5,310,233
2018	37	7,073,202	1.28	1.1532	1.11	0.9626	6,808,510
2018	38	4,811,152	1.30	1.1712	1.12	0.9563	4,600,942
2018	39	4,698,039	1.30	1.1712	1.13	0.9648	4,532,885
2018	40	6,306,219	1.32	1.1892	1.14	0.9586	6,045,371
2018	41	5,992,629	1.34	1.2072	1.16	0.9609	5,758,290
2018	42	3,537,591	1.35	1.2162	1.17	0.9620	3,403,163
2018	43	4,983,532	1.37	1.2342	1.18	0.9561	4,764,548
2018	44	1,956,862	1.38	1.2432	1.19	0.9572	1,873,057
2018	45	1,365,472	1.40	1.2613	1.21	0.9594	1,309,975
2018	46	1,147,612	1.42	1.2793	1.23	0.9615	1,103,405
2018	47	5,979,823	1.43	1.2883	1.24	0.9625	5,755,684
2018	48	1,453,578	1.45	1.3063	1.25	0.9569	1,390,924
2018	49	1,149,991	1.47	1.3243	1.27	0.9590	1,102,818
2018	50	2,254,775	1.48	1.3333	1.28	0.9600	2,164,584
2018	51	1,352,049	1.50	1.3514	1.30	0.9620	1,300,671
2018	52	876,866	1.51	1.3604	1.30	0.9556	837,959
2018	53	1,520,998	1.52	1.3694	1.32	0.9639	1,466,162
2018	54	1,509,601	1.54	1.3874	1.33	0.9586	1,447,158
2018	55	1,990,569	1.56	1.4054	1.35	0.9606	1,912,095
2018	56	3,189,820	1.59	1.4324	1.37	0.9564	3,050,792
2018	57	2,708,857	1.62	1.4595	1.40	0.9593	2,598,496
2018	58	2,346,803	1.67	1.5045	1.44	0.9571	2,246,186
2018	59	1,399,672	1.73	1.5586	1.50	0.9624	1,347,083
2018	60	1,418,818	1.81	1.6306	1.56	0.9567	1,357,362
2018	61	1,089,738	1.86	1.6757	1.61	0.9608	1,047,027
2018	62	538,246	1.90	1.7117	1.65	0.9639	518,841
2018	63	384,368	1.94	1.7477	1.67	0.9555	367,270
2018	64	576,290	1.98	1.7838	1.71	0.9586	552,453
2018	65	621,876	2.02	1.8198	1.74	0.9561	594,600
2018	66	377,284	2.07	1.8649	1.79	0.9599	362,138
2018	67	450,394	2.15	1.9369	1.86	0.9603	432,504
2018	68	452,673	2.24	2.0180	1.93	0.9564	432,929
2018	69	370,106	2.32	2.0901	2.00	0.9569	354,153
2018	70	129,663	2.40	2.1622	2.07	0.9574	124,136
2018	71	35,618	2.48	2.2342	2.14	0.9578	34,116
2018	72	114,390	2.56	2.3063	2.21	0.9582	109,613
2018	73	83,280	2.64	2.3784	2.28	0.9586	79,835
2018	74	31,548	2.72	2.4505	2.35	0.9590	30,255

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2018	75	100,679	2.80	2.5225	2.42	0.9594	96,587
2019	1	261,540	0.38	0.3423	0.33	0.9639	252,111
2019	2	169,549	0.51	0.4595	0.44	0.9576	162,368
2019	3	7,924	0.56	0.5045	0.48	0.9514	7,539
2019	4	482,845	0.65	0.5856	0.56	0.9563	461,748
2019	5	402,394	0.71	0.6396	0.62	0.9693	390,039
2019	6	241,071	0.75	0.6757	0.65	0.9620	231,910
2019	7	680,268	0.78	0.7027	0.68	0.9677	658,290
2019	8	334,293	0.82	0.7387	0.71	0.9611	321,288
2019	10	1,359,420	0.84	0.7568	0.73	0.9646	1,311,355
2019	11	697,953	0.87	0.7838	0.75	0.9569	667,869
2019	12	1,990,735	0.90	0.8108	0.78	0.9620	1,915,087
2019	13	1,594,687	0.93	0.8378	0.80	0.9548	1,522,669
2019	14	2,565,255	0.96	0.8649	0.83	0.9597	2,461,843
2019	15	3,017,951	0.97	0.8739	0.84	0.9612	2,900,967
2019	16	4,483,403	0.98	0.8829	0.85	0.9628	4,316,419
2019	17	4,321,039	1.00	0.9009	0.86	0.9546	4,124,864
2019	18	5,428,506	1.03	0.9279	0.89	0.9591	5,206,622
2019	19	7,285,875	1.04	0.9369	0.90	0.9606	6,998,643
2019	20	6,766,862	1.07	0.9640	0.92	0.9544	6,458,242
2019	21	5,679,486	1.10	0.9910	0.95	0.9586	5,444,562
2019	22	7,381,403	1.11	1.0000	0.96	0.9600	7,086,147
2019	23	3,810,180	1.13	1.0180	0.98	0.9627	3,667,888
2019	24	11,206,593	1.16	1.0450	1.00	0.9569	10,723,550
2019	25	4,649,225	1.17	1.0541	1.01	0.9582	4,454,911
2019	26	8,553,904	1.18	1.0631	1.02	0.9595	8,207,398
2019	27	7,244,289	1.20	1.0811	1.04	0.9620	6,969,006
2019	28	7,257,039	1.21	1.0901	1.04	0.9540	6,923,575
2019	29	7,991,123	1.23	1.1081	1.06	0.9566	7,644,191
2019	30	6,345,896	1.24	1.1171	1.07	0.9578	6,078,242
2019	31	7,102,698	1.25	1.1261	1.08	0.9590	6,811,771
2019	32	12,289,141	1.28	1.1532	1.10	0.9539	11,722,688
2019	33	4,559,290	1.30	1.1712	1.12	0.9563	4,360,084
2019	34	7,503,675	1.31	1.1802	1.13	0.9575	7,184,626
2019	35	6,942,816	1.33	1.1982	1.15	0.9598	6,663,537
2019	36	6,041,412	1.35	1.2162	1.16	0.9538	5,762,165
2019	37	3,975,777	1.37	1.2342	1.19	0.9642	3,833,287
2019	38	6,870,617	1.39	1.2523	1.20	0.9583	6,583,929
2019	39	6,401,695	1.40	1.2613	1.21	0.9594	6,141,512
2019	40	5,328,168	1.42	1.2793	1.22	0.9537	5,081,271
2019	41	4,579,651	1.44	1.2973	1.24	0.9558	4,377,383
2019	42	3,703,580	1.45	1.3063	1.25	0.9569	3,543,943
2019	43	6,262,964	1.47	1.3243	1.27	0.9590	6,006,055
2019	44	5,584,572	1.48	1.3333	1.28	0.9600	5,361,189
2019	45	2,540,480	1.51	1.3604	1.30	0.9556	2,427,757
2019	46	2,965,237	1.52	1.3694	1.31	0.9566	2,836,678
2019	47	1,867,826	1.54	1.3874	1.33	0.9586	1,790,566
2019	48	1,751,308	1.56	1.4054	1.34	0.9535	1,669,805
2019	49	2,507,856	1.57	1.4144	1.36	0.9615	2,411,375
2019	50	1,257,917	1.59	1.4324	1.37	0.9564	1,203,091
2019	51	1,630,539	1.61	1.4505	1.39	0.9583	1,562,583

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2019	52	1,257,568	1.62	1.4595	1.40	0.9593	1,206,334
2019	53	1,687,361	1.64	1.4775	1.41	0.9543	1,610,298
2019	54	1,230,271	1.65	1.4865	1.43	0.9620	1,183,521
2019	55	1,723,442	1.68	1.5135	1.45	0.9580	1,651,119
2019	56	1,907,462	1.71	1.5405	1.47	0.9542	1,820,120
2019	57	2,134,637	1.74	1.5676	1.50	0.9569	2,042,627
2019	58	2,549,693	1.79	1.6126	1.55	0.9612	2,450,697
2019	59	1,371,502	1.86	1.6757	1.61	0.9608	1,317,748
2019	60	1,632,559	1.94	1.7477	1.67	0.9555	1,559,935
2019	61	763,686	2.00	1.8018	1.73	0.9602	733,253
2019	62	1,445,593	2.04	1.8378	1.76	0.9576	1,384,368
2019	63	549,350	2.08	1.8739	1.79	0.9552	524,761
2019	64	625,383	2.12	1.9099	1.83	0.9582	599,217
2019	65	410,610	2.17	1.9550	1.87	0.9565	392,766
2019	66	591,712	2.23	2.0090	1.92	0.9557	565,496
2019	67	385,209	2.31	2.0811	2.00	0.9610	370,201
2019	68	338,318	2.40	2.1622	2.07	0.9574	323,897
2019	69	139,461	2.49	2.2432	2.15	0.9584	133,664
2019	70	215,032	2.58	2.3243	2.22	0.9551	205,381
2019	71	79,144	2.66	2.3964	2.30	0.9598	75,960
2019	72	48,773	2.75	2.4775	2.37	0.9566	46,657
2019	73	55,413	2.84	2.5586	2.45	0.9576	53,062
2019	74	106,570	2.92	2.6306	2.52	0.9579	102,088
2019	75	70,040	3.01	2.7117	2.60	0.9588	67,155
2020	1	437,052	0.41	0.3694	0.36	0.9746	425,966
2020	2	200,939	0.55	0.4955	0.48	0.9687	194,655
2020	3	168,010	0.60	0.5405	0.52	0.9620	161,626
2020	4	80,612	0.70	0.6306	0.61	0.9673	77,975
2020	5	330,473	0.76	0.6847	0.66	0.9639	318,559
2020	6	425,483	0.80	0.7207	0.70	0.9713	413,250
2020	7	553,666	0.84	0.7568	0.73	0.9646	534,090
2020	8	268,240	0.87	0.7838	0.76	0.9697	260,100
2020	10	661,103	0.90	0.8108	0.79	0.9743	644,135
2020	11	1,225,740	0.93	0.8378	0.81	0.9668	1,185,014
2020	12	905,666	0.97	0.8739	0.84	0.9612	870,560
2020	13	1,595,912	1.00	0.9009	0.87	0.9657	1,541,172
2020	14	1,526,635	1.02	0.9189	0.89	0.9685	1,478,591
2020	15	2,127,264	1.04	0.9369	0.91	0.9713	2,066,105
2020	16	3,335,230	1.05	0.9459	0.92	0.9726	3,243,749
2020	17	2,247,915	1.07	0.9640	0.93	0.9648	2,168,713
2020	18	2,067,506	1.10	0.9910	0.96	0.9687	2,002,849
2020	19	4,770,853	1.12	1.0090	0.97	0.9613	4,586,408
2020	20	3,375,988	1.14	1.0270	1.00	0.9737	3,287,146
2020	21	4,245,684	1.17	1.0541	1.02	0.9677	4,108,516
2020	22	6,944,466	1.19	1.0721	1.04	0.9701	6,736,716
2020	23	3,310,589	1.21	1.0901	1.05	0.9632	3,188,836
2020	24	4,804,247	1.24	1.1171	1.08	0.9668	4,644,622
2020	25	7,977,818	1.25	1.1261	1.09	0.9679	7,721,890
2020	26	6,824,778	1.26	1.1351	1.10	0.9690	6,613,535
2020	27	6,580,288	1.28	1.1532	1.12	0.9713	6,391,105
2020	28	6,721,841	1.29	1.1622	1.13	0.9723	6,535,818

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2020	29	7,661,762	1.31	1.1802	1.14	0.9660	7,400,911
2020	30	4,004,974	1.32	1.1892	1.15	0.9670	3,872,992
2020	31	5,774,682	1.34	1.2072	1.17	0.9692	5,596,701
2020	32	8,542,455	1.37	1.2342	1.19	0.9642	8,236,298
2020	33	4,617,426	1.39	1.2523	1.21	0.9663	4,461,629
2020	34	7,270,849	1.40	1.2613	1.22	0.9673	7,032,988
2020	35	5,267,948	1.42	1.2793	1.24	0.9693	5,106,200
2020	36	5,996,628	1.44	1.2973	1.26	0.9713	5,824,225
2020	37	3,472,236	1.47	1.3243	1.28	0.9665	3,356,022
2020	38	6,918,559	1.49	1.3423	1.30	0.9685	6,700,323
2020	39	5,859,813	1.50	1.3514	1.30	0.9620	5,637,140
2020	40	4,666,975	1.52	1.3694	1.32	0.9639	4,498,718
2020	41	3,481,450	1.53	1.3784	1.34	0.9722	3,384,516
2020	42	6,464,553	1.55	1.3964	1.35	0.9668	6,249,763
2020	43	2,883,115	1.57	1.4144	1.37	0.9686	2,792,582
2020	44	2,743,578	1.58	1.4234	1.38	0.9695	2,659,882
2020	45	5,647,206	1.61	1.4505	1.40	0.9652	5,450,781
2020	46	3,057,717	1.63	1.4685	1.42	0.9670	2,956,794
2020	47	2,507,301	1.65	1.4865	1.43	0.9620	2,412,024
2020	48	3,696,962	1.66	1.4955	1.45	0.9696	3,584,494
2020	49	1,556,324	1.68	1.5135	1.47	0.9713	1,511,580
2020	50	1,774,617	1.70	1.5315	1.48	0.9664	1,714,906
2020	51	2,207,287	1.72	1.5495	1.50	0.9680	2,136,705
2020	52	1,848,429	1.73	1.5586	1.51	0.9688	1,790,839
2020	53	1,276,570	1.75	1.5766	1.52	0.9641	1,230,759
2020	54	2,361,096	1.77	1.5946	1.54	0.9658	2,280,258
2020	55	1,760,768	1.79	1.6126	1.56	0.9674	1,703,322
2020	56	2,099,838	1.82	1.6396	1.59	0.9697	2,036,266
2020	57	2,018,910	1.86	1.6757	1.62	0.9668	1,951,830
2020	58	1,012,745	1.92	1.7297	1.67	0.9655	977,774
2020	59	1,780,218	1.99	1.7928	1.73	0.9650	1,717,866
2020	60	982,499	2.07	1.8649	1.81	0.9706	953,594
2020	61	1,363,129	2.14	1.9279	1.86	0.9648	1,315,101
2020	62	937,771	2.19	1.9730	1.90	0.9630	903,086
2020	63	457,950	2.22	2.0000	1.94	0.9700	444,212
2020	64	1,165,642	2.27	2.0450	1.98	0.9682	1,128,567
2020	65	584,282	2.32	2.0901	2.02	0.9665	564,688
2020	66	267,409	2.38	2.1441	2.07	0.9654	258,162
2020	67	796,393	2.47	2.2252	2.15	0.9662	769,470
2020	68	270,599	2.57	2.3153	2.24	0.9675	261,797
2020	69	175,301	2.66	2.3964	2.32	0.9681	169,712
2020	70	87,979	2.75	2.4775	2.40	0.9687	85,228
2020	71	107,190	2.85	2.5676	2.48	0.9659	103,534
2020	72	49,758	2.94	2.6486	2.56	0.9665	48,093
2020	73	61,076	3.03	2.7297	2.64	0.9671	59,068
2020	74	71,363	3.12	2.8108	2.72	0.9677	69,057
2020	75	222,305	3.22	2.9009	2.80	0.9652	214,573
2021	1	466,883	0.44	0.3964	0.38	0.9586	447,571
2021	2	92,123	0.59	0.5315	0.51	0.9595	88,391
2021	3	93,568	0.64	0.5766	0.56	0.9713	90,878
2021	4	110,690	0.75	0.6757	0.65	0.9620	106,484

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2021	5	183,561	0.82	0.7387	0.71	0.9611	176,420
2021	6	274,732	0.86	0.7748	0.75	0.9680	265,947
2021	7	740,124	0.90	0.8108	0.78	0.9620	711,999
2021	8	360,360	0.94	0.8468	0.82	0.9683	348,936
2021	10	829,978	0.97	0.8739	0.84	0.9612	797,806
2021	11	1,038,183	1.00	0.9009	0.87	0.9657	1,002,573
2021	12	1,026,901	1.04	0.9369	0.90	0.9606	986,417
2021	13	1,853,505	1.07	0.9640	0.93	0.9648	1,788,199
2021	14	1,222,393	1.10	0.9910	0.96	0.9687	1,184,165
2021	15	3,313,827	1.12	1.0090	0.97	0.9613	3,185,712
2021	16	2,304,026	1.13	1.0180	0.98	0.9627	2,217,982
2021	17	3,184,217	1.15	1.0360	1.00	0.9652	3,073,462
2021	18	3,278,130	1.18	1.0631	1.03	0.9689	3,176,175
2021	19	3,087,062	1.20	1.0811	1.04	0.9620	2,969,754
2021	20	4,532,640	1.23	1.1081	1.07	0.9656	4,376,761
2021	21	2,884,773	1.26	1.1351	1.10	0.9690	2,795,482
2021	22	5,370,529	1.28	1.1532	1.11	0.9626	5,169,554
2021	23	4,638,027	1.30	1.1712	1.13	0.9648	4,474,983
2021	24	4,028,397	1.33	1.1982	1.16	0.9681	3,899,973
2021	25	4,073,629	1.34	1.2072	1.17	0.9692	3,948,076
2021	26	5,411,890	1.36	1.2252	1.18	0.9631	5,212,128
2021	27	6,536,663	1.38	1.2432	1.20	0.9652	6,309,301
2021	28	4,782,373	1.39	1.2523	1.21	0.9663	4,621,011
2021	29	4,926,431	1.41	1.2703	1.23	0.9683	4,770,253
2021	30	5,734,309	1.42	1.2793	1.24	0.9693	5,558,241
2021	31	3,728,922	1.44	1.2973	1.25	0.9635	3,592,972
2021	32	5,455,144	1.47	1.3243	1.28	0.9665	5,272,564
2021	33	6,484,719	1.49	1.3423	1.30	0.9685	6,280,167
2021	34	4,035,999	1.51	1.3604	1.31	0.9630	3,886,587
2021	35	6,474,972	1.53	1.3784	1.33	0.9649	6,247,713
2021	36	7,083,570	1.55	1.3964	1.35	0.9668	6,848,213
2021	37	2,918,851	1.58	1.4234	1.37	0.9625	2,809,302
2021	38	3,816,689	1.60	1.4414	1.39	0.9643	3,680,481
2021	39	7,017,151	1.61	1.4505	1.40	0.9652	6,773,076
2021	40	3,724,813	1.63	1.4685	1.42	0.9670	3,601,871
2021	41	5,688,570	1.65	1.4865	1.44	0.9687	5,510,673
2021	42	5,003,916	1.67	1.5045	1.45	0.9638	4,822,636
2021	43	2,718,349	1.69	1.5225	1.47	0.9655	2,624,574
2021	44	3,000,048	1.70	1.5315	1.48	0.9664	2,899,105
2021	45	2,982,620	1.73	1.5586	1.51	0.9688	2,889,693
2021	46	2,689,507	1.75	1.5766	1.52	0.9641	2,592,992
2021	47	2,673,531	1.77	1.5946	1.54	0.9658	2,581,997
2021	48	3,181,857	1.79	1.6126	1.56	0.9674	3,078,047
2021	49	3,172,280	1.81	1.6306	1.57	0.9628	3,054,327
2021	50	1,287,198	1.83	1.6486	1.59	0.9644	1,241,408
2021	51	3,745,235	1.85	1.6667	1.61	0.9660	3,617,897
2021	52	3,567,727	1.86	1.6757	1.62	0.9668	3,449,186
2021	53	1,820,105	1.88	1.6937	1.64	0.9683	1,762,404
2021	54	1,671,110	1.90	1.7117	1.65	0.9639	1,610,862
2021	55	1,549,241	1.93	1.7387	1.68	0.9662	1,496,904
2021	56	2,166,758	1.96	1.7658	1.71	0.9684	2,098,328
2021	57	1,526,209	2.00	1.8018	1.74	0.9657	1,473,860
2021	58	1,305,594	2.06	1.8559	1.79	0.9645	1,259,264

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2021	59	1,454,693	2.14	1.9279	1.86	0.9648	1,403,439
2021	60	1,277,623	2.23	2.0090	1.94	0.9657	1,233,737
2021	61	1,532,741	2.30	2.0721	2.00	0.9652	1,479,428
2021	62	1,204,941	2.35	2.1171	2.04	0.9636	1,161,050
2021	63	454,107	2.39	2.1532	2.08	0.9660	438,679
2021	64	775,725	2.44	2.1982	2.12	0.9644	748,130
2021	65	1,043,432	2.49	2.2432	2.17	0.9673	1,009,363
2021	66	378,288	2.56	2.3063	2.23	0.9669	365,772
2021	67	306,080	2.66	2.3964	2.31	0.9639	295,045
2021	68	544,974	2.76	2.4865	2.40	0.9652	526,018
2021	69	290,802	2.86	2.5766	2.49	0.9664	281,031
2021	70	169,854	2.96	2.6667	2.58	0.9675	164,334
2021	71	96,873	3.06	2.7568	2.66	0.9649	93,473
2021	72	93,666	3.16	2.8468	2.75	0.9660	90,480
2021	73	18,474	3.26	2.9369	2.84	0.9670	17,864
2021	74	120,970	3.36	3.0270	2.92	0.9646	116,693
2021	75	138,745	3.46	3.1171	3.01	0.9656	133,977
2022	1	208,266	0.47	0.4234	0.41	0.9683	201,664
2022	2	36,939	0.63	0.5676	0.55	0.9690	35,796
2022	3	59,835	0.68	0.6126	0.60	0.9794	58,603
2022	4	54,332	0.80	0.7207	0.70	0.9713	52,770
2022	5	139,557	0.88	0.7928	0.76	0.9586	133,784
2022	6	127,520	0.92	0.8288	0.80	0.9652	123,085
2022	7	45,943	0.96	0.8649	0.84	0.9713	44,622
2022	8	339,528	1.01	0.9099	0.87	0.9561	324,636
2022	10	214,477	1.04	0.9369	0.90	0.9606	206,022
2022	11	671,850	1.07	0.9640	0.93	0.9648	648,178
2022	12	686,385	1.11	1.0000	0.97	0.9700	665,793
2022	13	790,035	1.14	1.0270	1.00	0.9737	769,245
2022	14	1,101,921	1.18	1.0631	1.02	0.9595	1,057,284
2022	15	857,796	1.20	1.0811	1.04	0.9620	825,200
2022	16	2,523,822	1.21	1.0901	1.05	0.9632	2,431,004
2022	17	1,708,036	1.23	1.1081	1.07	0.9656	1,649,296
2022	18	2,573,431	1.26	1.1351	1.10	0.9690	2,493,777
2022	19	2,821,142	1.28	1.1532	1.12	0.9713	2,740,034
2022	20	3,723,021	1.32	1.1892	1.14	0.9586	3,569,023
2022	21	2,615,630	1.35	1.2162	1.17	0.9620	2,516,236
2022	22	4,203,295	1.37	1.2342	1.19	0.9642	4,052,651
2022	23	2,856,550	1.39	1.2523	1.21	0.9663	2,760,167
2022	24	2,813,623	1.42	1.2793	1.24	0.9693	2,727,233
2022	25	4,983,876	1.43	1.2883	1.25	0.9703	4,835,754
2022	26	6,079,673	1.46	1.3153	1.26	0.9579	5,823,994
2022	27	4,998,585	1.48	1.3333	1.28	0.9600	4,798,642
2022	28	3,906,600	1.49	1.3423	1.29	0.9610	3,754,269
2022	29	3,386,646	1.51	1.3604	1.31	0.9630	3,261,273
2022	30	3,674,228	1.52	1.3694	1.32	0.9639	3,541,762
2022	31	3,611,024	1.54	1.3874	1.34	0.9658	3,487,686
2022	32	5,276,437	1.57	1.4144	1.37	0.9686	5,110,750
2022	33	5,178,580	1.59	1.4324	1.39	0.9704	5,025,177
2022	34	4,990,868	1.62	1.4595	1.40	0.9593	4,787,536
2022	35	4,840,421	1.64	1.4775	1.42	0.9611	4,652,117

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2022	36	4,725,039	1.66	1.4955	1.44	0.9629	4,549,700
2022	37	5,250,205	1.69	1.5225	1.47	0.9655	5,069,088
2022	38	2,850,676	1.71	1.5405	1.49	0.9672	2,757,154
2022	39	6,134,612	1.72	1.5495	1.50	0.9680	5,938,447
2022	40	4,428,352	1.74	1.5676	1.52	0.9697	4,293,974
2022	41	3,200,478	1.77	1.5946	1.53	0.9595	3,070,832
2022	42	3,457,778	1.79	1.6126	1.55	0.9612	3,323,523
2022	43	5,334,491	1.81	1.6306	1.57	0.9628	5,136,142
2022	44	2,529,217	1.82	1.6396	1.58	0.9636	2,437,220
2022	45	3,038,891	1.85	1.6667	1.61	0.9660	2,935,569
2022	46	1,855,994	1.87	1.6847	1.63	0.9675	1,795,749
2022	47	1,719,035	1.89	1.7027	1.65	0.9690	1,665,827
2022	48	2,115,980	1.92	1.7297	1.66	0.9597	2,030,680
2022	49	1,955,258	1.94	1.7477	1.68	0.9612	1,879,467
2022	50	2,076,469	1.96	1.7658	1.70	0.9628	1,999,131
2022	51	2,859,751	1.98	1.7838	1.72	0.9642	2,757,493
2022	52	1,154,823	1.99	1.7928	1.73	0.9650	1,114,375
2022	53	2,117,463	2.01	1.8108	1.75	0.9664	2,046,354
2022	54	1,213,496	2.03	1.8288	1.77	0.9678	1,174,461
2022	55	1,978,344	2.07	1.8649	1.79	0.9599	1,898,924
2022	56	2,233,033	2.10	1.8919	1.82	0.9620	2,148,178
2022	57	2,183,110	2.14	1.9279	1.86	0.9648	2,106,191
2022	58	1,799,963	2.20	1.9820	1.92	0.9687	1,743,673
2022	59	1,600,375	2.29	2.0631	1.99	0.9646	1,543,698
2022	60	2,002,054	2.39	2.1532	2.07	0.9614	1,924,736
2022	61	1,657,643	2.46	2.2162	2.14	0.9656	1,600,636
2022	62	1,943,662	2.51	2.2613	2.19	0.9685	1,882,410
2022	63	732,249	2.56	2.3063	2.22	0.9626	704,847
2022	64	818,747	2.61	2.3514	2.27	0.9654	790,420
2022	65	472,084	2.66	2.3964	2.32	0.9681	457,034
2022	66	646,529	2.74	2.4685	2.38	0.9642	623,358
2022	67	453,058	2.85	2.5676	2.47	0.9620	435,842
2022	68	385,706	2.95	2.6577	2.57	0.9670	372,984
2022	69	302,471	3.06	2.7568	2.66	0.9649	291,855
2022	70	726,322	3.17	2.8559	2.75	0.9629	699,400
2022	71	189,970	3.27	2.9459	2.85	0.9674	183,783
2022	72	36,804	3.38	3.0450	2.94	0.9655	35,534
2022	73	374,198	3.49	3.1441	3.03	0.9637	360,613
2022	74	81,886	3.60	3.2432	3.12	0.9620	78,774
2022	75	265,847	3.70	3.3333	3.22	0.9660	256,808
2023	1	62,179	0.49	0.4414	0.44	0.9967	61,976
2023	2	100,275	0.65	0.5856	0.59	1.0075	101,031
2023	3	21,513	0.71	0.6396	0.64	1.0006	21,525
2023	4	15,997	0.83	0.7477	0.75	1.0030	16,045
2023	5	109,527	0.91	0.8198	0.82	1.0002	109,551
2023	6	171,162	0.95	0.8559	0.86	1.0048	171,991
2023	7	163,880	1.00	0.9009	0.90	0.9990	163,716
2023	8	163,149	1.04	0.9369	0.94	1.0033	163,682
2023	10	190,441	1.08	0.9730	0.97	0.9969	189,859
2023	11	276,828	1.11	1.0000	1.00	1.0000	276,828
2023	12	320,160	1.15	1.0360	1.04	1.0038	321,385

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2023	13	343,761	1.19	1.0721	1.07	0.9981	343,097
2023	14	986,261	1.22	1.0991	1.10	1.0008	987,069
2023	15	625,185	1.24	1.1171	1.12	1.0026	626,798
2023	16	1,238,953	1.25	1.1261	1.13	1.0034	1,243,215
2023	17	1,742,427	1.28	1.1532	1.15	0.9973	1,737,663
2023	18	2,899,234	1.31	1.1802	1.18	0.9998	2,898,791
2023	19	2,685,585	1.33	1.1982	1.20	1.0015	2,689,623
2023	20	2,062,818	1.37	1.2342	1.23	0.9966	2,055,741
2023	21	4,582,328	1.40	1.2613	1.26	0.9990	4,577,746
2023	22	4,089,977	1.42	1.2793	1.28	1.0006	4,092,281
2023	23	4,192,754	1.44	1.2973	1.30	1.0021	4,201,489
2023	24	2,969,420	1.48	1.3333	1.33	0.9975	2,961,996
2023	25	4,408,342	1.49	1.3423	1.34	0.9983	4,400,650
2023	26	3,433,726	1.51	1.3604	1.36	0.9997	3,432,816
2023	27	6,866,822	1.53	1.3784	1.38	1.0012	6,874,901
2023	28	2,499,173	1.54	1.3874	1.39	1.0019	2,503,879
2023	29	2,588,091	1.57	1.4144	1.41	0.9969	2,580,014
2023	30	3,026,236	1.58	1.4234	1.42	0.9976	3,018,958
2023	31	2,038,052	1.60	1.4414	1.44	0.9990	2,036,014
2023	32	1,974,955	1.63	1.4685	1.47	1.0010	1,977,015
2023	33	6,472,214	1.65	1.4865	1.49	1.0024	6,487,512
2023	34	2,632,110	1.68	1.5135	1.51	0.9977	2,626,000
2023	35	3,967,659	1.70	1.5315	1.53	0.9990	3,963,691
2023	36	5,796,855	1.72	1.5495	1.55	1.0003	5,798,540
2023	37	5,109,598	1.75	1.5766	1.58	1.0022	5,120,693
2023	38	6,406,380	1.78	1.6036	1.60	0.9978	6,391,984
2023	39	3,179,408	1.79	1.6126	1.61	0.9984	3,174,257
2023	40	2,521,642	1.81	1.6306	1.63	0.9996	2,520,667
2023	41	5,726,043	1.83	1.6486	1.65	1.0008	5,730,736
2023	42	4,339,269	1.85	1.6667	1.67	1.0020	4,347,948
2023	43	3,376,001	1.88	1.6937	1.69	0.9978	3,368,638
2023	44	3,651,157	1.89	1.7027	1.70	0.9984	3,645,362
2023	45	4,915,088	1.92	1.7297	1.73	1.0002	4,915,856
2023	46	2,992,812	1.94	1.7477	1.75	1.0013	2,996,669
2023	47	2,056,640	1.96	1.7658	1.77	1.0024	2,061,572
2023	48	2,160,708	1.99	1.7928	1.79	0.9984	2,157,342
2023	49	2,488,421	2.01	1.8108	1.81	0.9996	2,487,307
2023	50	3,542,519	2.03	1.8288	1.83	1.0006	3,544,788
2023	51	1,960,213	2.05	1.8468	1.85	1.0017	1,963,560
2023	52	2,727,237	2.06	1.8559	1.86	1.0022	2,733,327
2023	53	2,630,854	2.09	1.8829	1.88	0.9985	2,626,826
2023	54	2,433,540	2.11	1.9009	1.90	0.9995	2,432,387
2023	55	2,189,376	2.14	1.9279	1.93	1.0011	2,191,729
2023	56	1,781,111	2.18	1.9640	1.96	0.9980	1,777,516
2023	57	3,648,015	2.22	2.0000	2.00	1.0000	3,648,015
2023	58	1,928,470	2.29	2.0631	2.06	0.9985	1,925,607
2023	59	3,180,740	2.38	2.1441	2.14	0.9981	3,174,592
2023	60	1,774,892	2.48	2.2342	2.23	0.9981	1,771,528
2023	61	4,478,648	2.55	2.2973	2.30	1.0012	4,483,917
2023	62	1,705,872	2.61	2.3514	2.35	0.9994	1,704,892
2023	63	1,136,487	2.65	2.3874	2.39	1.0011	1,137,731
2023	64	775,961	2.71	2.4414	2.44	0.9994	775,503
2023	65	983,719	2.76	2.4865	2.49	1.0014	985,109

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Model Year	Symbol	All Deductibles Combined Total	Current Rel on '24 base	Current Rel on '26 base	Revised Rel on '26 base	Ratio	Collision Ratio x Writ Prem
2023	66	1,177,619	2.84	2.5586	2.56	1.0006	1,178,282
2023	67	614,009	2.95	2.6577	2.66	1.0009	614,550
2023	68	263,634	3.06	2.7568	2.76	1.0012	263,944
2023	69	561,941	3.17	2.8559	2.86	1.0015	562,756
2023	70	454,080	3.29	2.9640	2.96	0.9987	453,473
2023	71	174,307	3.40	3.0631	3.06	0.9990	174,133
2023	72	512,337	3.51	3.1622	3.16	0.9993	511,987
2023	73	75,288	3.62	3.2613	3.26	0.9996	75,259
2023	74	29,648	3.73	3.3604	3.36	0.9999	29,645
2023	75	639,023	3.84	3.4595	3.46	1.0002	639,123
	Total	2,600,949,549			offset (3)/(8) =	1.012	2,569,073,510

SECTION D

EXPLANATORY MATERIAL

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

Explanatory Memorandum

This memorandum supplements the filing letter and supporting exhibits setting forth a revision of private passenger automobile insurance rates in the State of North Carolina. It is the purpose of this memorandum to describe the source data used and to set forth in detail the insurance ratemaking procedures reflected in the filing. Certain pages in the filing and accompanying material contain a notation "all carriers" or other similar wording. This indicates that the data are combined ISO, ISS and NISS data. Data for certain companies are not included, as noted on RB2, page 7.

Premium, Loss, and Expense Experience

This revision is based upon the combined premium, loss, and expense experience, as applicable, of all licensed companies writing private passenger automobile insurance in this State, except as noted in RB2. In order to have this experience available in all detail necessary for rate review and ratemaking in accordance with accepted standards, all such companies are required to file each year their total private passenger automobile insurance experience with the official statistical agents recorded pursuant to the officially approved statistical plans and reported by the companies in accordance with instructions issued by the statistical agents under the Official Calls for Experience.

The Commissioner appointed the following statistical agents to act on his behalf for the collection of private passenger automobile insurance experience in North Carolina, Insurance Services Office (ISO), Independent Statistical Service (ISS), National Independent Statistical Service (NISS), and American Association of Insurance Services (AAIS).

Experience utilized in the filing was collected under the Automobile Statistical Plan and the 2023 Official Statistical Programs of ISO, the Automobile Statistical Plan - All Coverages and the 2023 Statistical Programs of ISS, and the Automobile Statistical Plan - All Coverages - Part IV, North Carolina and the 2023 Statistical Programs of NISS. No data from AAIS were utilized in the filing. In substance, the statistical plans of all statistical agents are alike in North Carolina, and provide for the recording and reporting of the experience in the detail required for ratemaking and in such form that the experience of all companies can be combined.

The filing of experience is accompanied by an affidavit executed by an officer of the statistical agent responsible for and acquainted with the statistical procedures employed for the production of this end product. Further, the licensing of an organization and its appointment as a statistical agent in the various states is predicated upon demonstration by the organization of its ability to perform this function. Moreover, the performance of the statistical agents is reviewed periodically through examination by personnel of state insurance departments under the convention examinations of the National Association of Insurance Commissioners. From time to time such organizations are called upon by Insurance Department examiners to verify and do verify the data consolidated by them as statistical agents.

The insurance companies likewise are subject to a variety of checks and controls. Effective controls are maintained within the company over the activities of company employees connected with the company's statistics. Companies are required by statute to submit directly to the Insurance Department statistical and accounting information to be found in the Annual Statement and the Insurance Expense Exhibit. These documents are scrutinized by experienced Insurance Department personnel throughout the country. The insurance companies are also subject to examination by the Insurance Department, which examinations extend into the statistical records of the companies.

Statewide Rate Exhibits

1. Experience

A. Private Passenger Automobile Liability

Private passenger automobile liability experience was compiled on a calendar/accident year basis for the years ended December 31, 2023, 2022 and 2021. For any twelve-month period, the accident year experience brings together the losses resulting from accidents occurring during that period with the premiums and number of cars "earned" during the same period.

For Bodily Injury and Property Damage liability coverages, experience losses are adjusted to a 30/60/25 BI/PD limit level. These limits represent the minimum required coverage limits during the accident years from which they have been compiled.

B. Private Passenger Automobile Physical Damage

Private passenger automobile experience for physical damage coverages was compiled on a calendar year basis for the years ended December 31, 2023, 2022 and 2021, and includes experience for all losses paid in the respective twelve-month periods.

Based on credibility considerations, the overall filed rates for Bodily Injury, Property Damage, Medical Payments, Comprehensive, and Collision are based on the loss and expense experience of the year ended December 31, 2023. However, the experience of the earlier two years was also considered and evaluated. Indicated rates for all three years were reviewed to make sure that there were no anomalies or abnormalities associated with the latest year. Because of the smaller volume of experience for Uninsured Motorists and Underinsured Motorists coverage, three years of experience were utilized in the determination of the overall indicated rates, with each year of experience given weight proportional to its earned car years.

C. Motorcycles

For liability, motorcycle experience was compiled on a calendar/accident year basis for the years ended December 31, 2023, 2022 and 2021. For any twelve-month period, the accident year experience brings together the losses resulting from accidents occurring during that period with the premiums and number of cars years "earned" during the same period.

Because of the small volume of motorcycle experience, each year of the experience period is given weight proportional to its earned premium in the calculation of an indicated change.

2. Losses

A. Private Passenger Automobile Liability

Losses compiled for any accident year include paid losses as well as loss reserves. The amounts that will ultimately be required as payments of claims on open cases are carefully determined by the claim departments of the companies, and experience has shown that these determinations are highly accurate in the aggregate. Since, however, there are differences between the total incurred losses so determined and the amounts ultimately paid, the ratemaking procedure provides for a "development" of the incurred losses to a basis which, for all practical purposes, can be considered as the ultimate basis. This development is accomplished as follows: Each year the experience is compiled for the latest three years, all valued as of three months after the close of the latest accident year period. Thus, the experience is reported for the latest year as of 15 months, the preceding year as of 27 months and the next preceding year as of 39 months, all measured from the beginning of each accident year respectively. From reports of prior years, similarly aged experience was obtained so that there are available 3 successive reports for each year except the current and the preceding year. For the latter, 2 successive reports are available.

Further aged data are obtained on each year's incurred losses in the aggregate as of 51 months and as of 63 months. As of 63 months, nearly all incurred losses are paid. From a comparison of the incurred losses for each year at its successive valuation dates, it is determined what the rate of development has been in the past. An average of these developments gives an indication of the future development of the incurred losses for those years which have not yet sufficiently matured. This development is reflected in the incurred losses for the less matured years by the application of loss development factors. These loss development factors are shown on pages C-1, C-3, and C-5.

The derivation of the factors is presented on pages D-14, D-15 and D-16. By applying these factors, the reported incurred losses have been changed to the amounts at which it is believed they will ultimately be settled.

For all coverages, the loss development factors reflect an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development database. See RB2, pages 232 to 242 and the prefiled testimony of P.Ericksen.

B. Private Passenger Automobile Physical Damage

Physical Damage losses are reported on a paid basis. These losses are then adjusted to an incurred basis based on Statutory Page 14 annual statement data. These adjustment factors are shown on pages C-7, C-9, and C-11. In order to insure stability in Comprehensive rate levels while maintaining adequacy in the event of large, unexpected wind and water losses, a wind and water adjustment procedure is utilized. This procedure adjusts reported losses by removing the wind and water losses that actually occurred during the experience year and replaces these losses with an amount commensurate with an expected wind and water loss provision based on North Carolina's long-term history of wind and water losses.

The resulting losses are not subject to the type of yearly variation inherent in actual wind and water losses. Hence, severe shifts in rate level (both upward and downward), which might result from reflecting variable wind and water losses only in the year in which they occur, will be avoided. The derivation of the wind and water adjustment is shown on pages D-12 and D-13.

3. Loss Adjustment Expense

A. Private Passenger Automobile Liability

The liability unallocated loss adjustment expenses are determined as a percentage of the North Carolina incurred losses and allocated loss adjustment expenses based on a North Carolina expense call. Due to anomalies in the 2020 expense data, the 2020 data was excluded from the determination of the multi-year average ratios used in the statewide rate level calculations. The expense call data and the percentages derived from them are shown on pages D-24 and D-27.

B. Private Passenger Automobile Physical Damage

The physical damage loss adjustment expenses are determined as a percentage of the North Carolina incurred losses based on a North Carolina expense call. Due to anomalies in the 2020 expense data, the 2020 data was excluded from the determination of the multi-year average ratios used in the statewide rate level calculations. The expense call data and the percentages derived from them are shown on pages D-25-D-27.

4. General Expenses and Other Acquisition Expenses

The general expenses and other acquisition expenses are determined as a percentage of North Carolina earned premiums based on a North Carolina expense call. Due to anomalies in the 2020 expense data, the 2020 data was excluded from the determination of the multi-year average ratios used in the statewide rate level calculations. The expense call data, the percentages determined from them, and the derivation of the general and other acquisition Expenses are shown on pages D-24-D-30.

5. Annual Change in Losses

A. Private Passenger Automobile Liability

Historical and prospective annual changes in liability losses are determined by coverage for the Bodily Injury, Property Damage and Medical Payments coverages. The average annual changes in losses are based upon the available North Carolina average claim cost and claim frequency data, both from collected statistical plan experience and ISO-PCI(ISS) Fast Track data. The claim cost data are used as a measure of the inflationary trend in the cost of claims. The claim frequency data are used as a measure of the expected trend in claim occurrence. Exponential and linear curves of best fit are developed from the claim cost and claim frequency data. The average annual changes in losses used in the determination of the needed rate level change are also based upon consideration of changes in the number of miles driven, the changing cost of gasoline, and the impact of recent legislation. The expected historical and prospective average annual changes in losses have been selected based upon analysis and review of these data.

B. Private Passenger Automobile Physical Damage

Historical and prospective annual changes in physical damage losses are determined by coverage for Comprehensive and Collision. The average annual change in Comprehensive losses is based on trend experience excluding wind and water and “all other” losses. The average annual change in Collision losses is based on available North Carolina Collision data, both from collected statistical plan experience and ISO-PCI(ISS) Fast Track data. The claim cost data are used as a measure of the inflationary trend in the cost of claims. The claim frequency data are used as a measure of the expected trend in claim occurrence. Exponential and linear curves of best fit are developed from the claim cost and claim frequency data. The prospective annual change in Collision losses is also based upon consideration of changes in the number of miles driven, the changing cost of gasoline, and the impact of recent legislation. The expected historical and prospective average annual changes in losses have been selected based upon analysis and review of these data.

C. Annual Changes in Loss for Earlier Years

Since the average annual change in losses determined for each coverage is the appropriate rate of change to apply to losses to project them from average date of accident in the most recent year to the average date of accident for the prospective period, it is necessary to recognize known changes from earlier years to the most recent year. These changes are reflected by means of an historical trend factor which reflects the changes in claim costs and claim frequencies for the period of time up to the latest accident year and are applicable to the 12/31/2021 and 12/31/2022 accident years. For the purposes of display and calculation of the indicated change by coverage, these historical trend factors are compounded with the prospective trend factors and converted to an annualized basis. These calculations are shown on page D-9.

6. Annual Change in Expenses

The average annual change in expenses is based on consideration of the All Items Consumer Price Index, the All Items - Less Energy Consumer Price Index and the Compensation Cost Index – Insurance Carriers, Agent Brokers, and Service, as shown on pages D-10 through D-11. The expected average annual change in expenses is then selected based on analysis and review of these data.

7. Trend Period

The number of years of projection for losses and loss adjustment expenses is the number of years from the average date of accident in the experience period to the average date of coverage under the filed rates. The average date of accident for accident year ended December 31, 2023 is July 1, 2023.

The changes proposed in this filing are applicable to all new and renewal policies written on or after October 1, 2025. The losses and loss adjustment expenses are projected to July 21, 2026. For 6 month policies, the average date of loss is 9 months after the effective date, since losses will occur under these policies throughout the 18 month period commencing with the anticipated effective date. Similarly, for 12 month policies, the average date of loss is 12 months after the anticipated effective date, since losses will occur under these policies throughout the 24 month period commencing with the assumed effective date for annual policies. The average dates of loss during these periods anticipated are weighted based on the distribution of 6 and 12 month policies.

The most recent distribution of policies by term is:

6-month policies	77%
12-month policies	23%

Other acquisition expenses and general expenses are projected six months beyond the anticipated effective date (April 1, 2026) to reflect expense incurred in writing policies throughout the 12- month period commencing with the anticipated effective date.

8. Expected Loss and Loss Adjustment Ratios

These quantities represent the portion of the present premium income available for losses, loss adjustment expenses, general expenses and other acquisition expenses. They are determined from special calls for North Carolina expense experience and reflect the 2023, 2022, 2021, 2020 and 2019 results as reported by all companies licensed in North Carolina during those years. For all experience years reviewed in this filing, the average ratio for 2019 and 2021-2023 (excluding 2020) was used for each of these expense categories. The breakdowns of the expected loss and loss adjustment ratios are set forth on Pages D-20 to D-22, E-8 and F-4.

9. Premium Trend

Private Passenger Automobile Physical Damage

The required average premiums per exposure for the physical damage coverages are adjusted to reflect the distribution of exposures by model year and the corresponding model year rating relativities in effect during the prospective rating period.

The physical damage required average premiums per exposure are also adjusted for "symbol drift" which accounts for the anticipated increase in premium revenue due to the increasing prices of new cars. Symbol trend factors are derived using the average symbol factors for the most recent experience year and projections of the average symbol relativity during the prospective period in which the proposed rates are to be in effect, as shown on Page D-40 and described in RB2. The trend period is the midpoint of the latest experience year to the average date of earning under the filed rates.

Territory Rate Exhibits

1. Base Class Loss Cost

   For each coverage, a base class loss cost by territory is derived by dividing the latest three year average pure premium by the latest year distributional adjustment factor. The distributional adjustment factor is determined for each territory by dividing the latest year average rate by the base class rate (see pages C-19-C-23). The average rates reflect the most recent distribution of risks by class in each territory. The pure premium or loss cost (losses / exposures) is based on three years of experience for purposes of stability. For Bodily Injury and Property Damage liability, the experience pure premium has been determined at a 30/60/25 limits level. In order to adjust the pure premium to the new minimum limits level of 50/100/50, an increased limits factor must also be applied. See page C-1.

2. Credibility

   The base class loss cost for each territory is assigned a credibility value on the basis of the number of claims underlying the three year pure premium. The complement of the credibility assigned to the territory base class loss cost is assigned to the statewide base class loss cost. The credibility table utilized is shown on page D-36.

3. Formula Base Class Loss Cost

   The formula base class loss cost by territory is calculated by multiplying the territory base class loss cost by its credibility value and adding this amount to the statewide base class loss cost multiplied by the compliment of the territory credibility and the historical adjustment factor. The historical adjustment factor is calculated as the ratio of the current territory base class rate to the current statewide average base class rate. See pages C-19-C-23.

4. Index to State

   Territory indices to state are calculated by dividing each territory's credibility-weighted formula base class loss cost with the statewide formula base class loss cost.

5. Filed Base Rate

   Filed base rates by territory were developed so as to achieve the statewide required base class premium. In addition, the rate change has been distributed in such a way that 100% of the general and other acquisition expenses have been flattened by territory. Offsets are applied to the Liability coverages to reflect the changes in classification differentials. Offsets are applied to the Physical Damage coverages to reflect the change in base model year from 2024 to 2026, the changes in deductible relativities, and the changes in classification differentials. The calculation of the flattened general and other acquisition expenses and application of any offsets are described on pages C-18 and C-24-C-62, H-6 and I-11.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF SELECTED FACTORS

	Historical			Prospective		
Loss Trends	Claim Cost	Claim Frequency	Pure Premium	Claim Cost	Claim Frequency	Pure Premium
Bodily Injury (B/L)	3.5%	1.5%	5.1%	3.5%	1.0%	4.5%
Bodily Injury (T/L)	4.0%	1.5%	5.6%	3.5%	1.0%	4.5%
Property Damage	10.5%	3.0%	13.8%	6.0%	0.5%	6.5%
Medical Payments	-1.0%	2.5%	1.5%	0.0%	2.5%	2.5%
Comprehensive	13.0%	4.0%	17.5%	13.0%	2.0%	15.3%
Collision	8.0%	1.0%	9.1%	4.0%	0.0%	4.0%
Uninsured Motorists BI	6.5%	0.5%	7.0%	6.5%	1.0%	7.6%
Uninsured Motorists PD	11.5%	0.0%	11.5%	11.5%	0.0%	11.5%
Underisured Motorists BI	1.0%	6.0%	7.1%	1.0%	7.0%	8.1%
Expense Trend	4.0%					

Other Selections:	Liability	Phy Dam
Underwriting Profit	8.0%	9.5%
Contingencies	0.0%	0.0%
Dividends	0.3%	0.4%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

Development of Loss Trend Factors by Experience Year

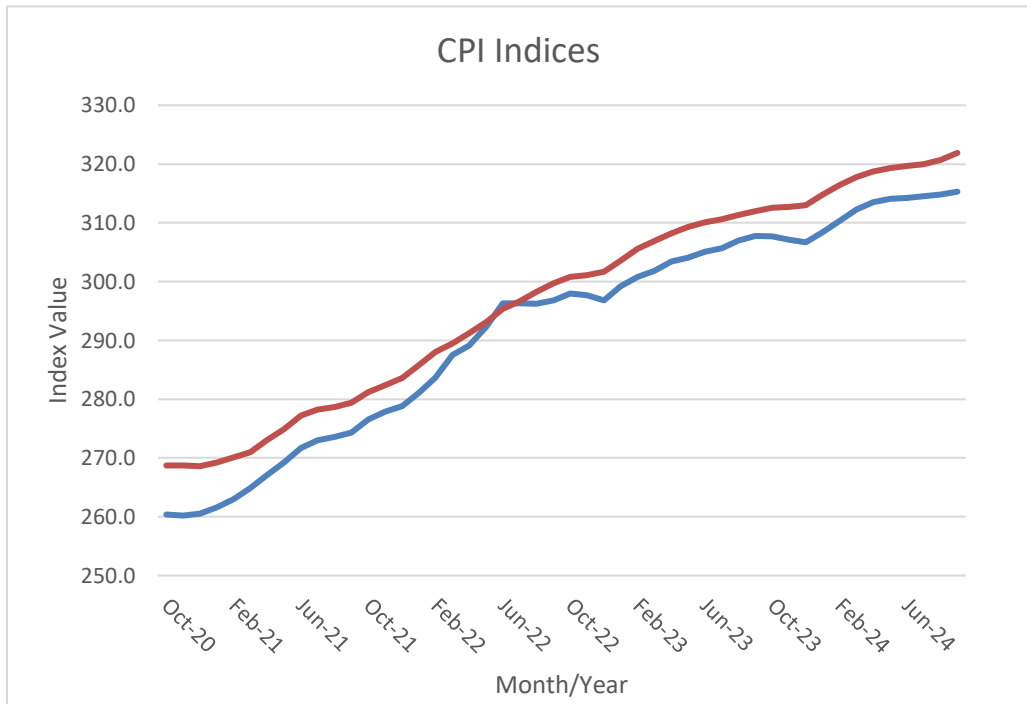
	(1) Year	(2) # Years of Historical Trend (a)	(3) Historical Trend Factor(b)	(4) # Years of Prospective Trend (c)	(5) Prospective Trend Factor(b)	(6) Total Trend Factor (d)	(7) Annualized Trend Factor (e)
Bodily	2021	2.00	5.1%	3.06	4.5%	1.264	4.7%
Injury	2022	1.00	5.1%	3.06	4.5%	1.203	4.7%
B/L	2023	0.00	5.1%	3.06	4.5%	1.144	4.5%
Bodily	2021	2.00	5.6%	3.06	4.5%	1.276	4.9%
Injury	2022	1.00	5.6%	3.06	4.5%	1.208	4.8%
T/L	2023	0.00	5.6%	3.06	4.5%	1.144	4.5%
Property	2021	2.00	13.8%	3.06	6.5%	1.570	9.3%
Damage	2022	1.00	13.8%	3.06	6.5%	1.380	8.3%
	2023	0.00	13.8%	3.06	6.5%	1.213	6.5%
Medical	2021	2.00	1.5%	3.06	2.5%	1.111	2.1%
Payments	2022	1.00	1.5%	3.06	2.5%	1.095	2.3%
	2023	0.00	1.5%	3.06	2.5%	1.078	2.5%
Comprehensive	2021	2.00	17.5%	3.06	15.3%	2.134	16.2%
	2022	1.00	17.5%	3.06	15.3%	1.817	15.8%
	2023	0.00	17.5%	3.06	15.3%	1.546	15.3%
Collision	2021	2.00	9.1%	3.06	4.0%	1.342	6.0%
	2022	1.00	9.1%	3.06	4.0%	1.230	5.2%
	2023	0.00	9.1%	3.06	4.0%	1.128	4.0%
Uninsured	2021	2.00	7.0%	3.06	7.6%	1.433	7.4%
Motorists-BI	2022	1.00	7.0%	3.06	7.6%	1.339	7.5%
	2023	0.00	7.0%	3.06	7.6%	1.251	7.6%
Uninsured	2021	2.00	11.5%	3.06	11.5%	1.735	11.5%
Motorists-PD	2022	1.00	11.5%	3.06	11.5%	1.556	11.5%
	2023	0.00	11.5%	3.06	11.5%	1.395	11.5%
Underinsured	2021	2.00	7.1%	3.06	8.1%	1.456	7.7%
Motorists-BI	2022	1.00	7.1%	3.06	8.1%	1.359	7.8%
	2023	0.00	7.1%	3.06	8.1%	1.269	8.1%

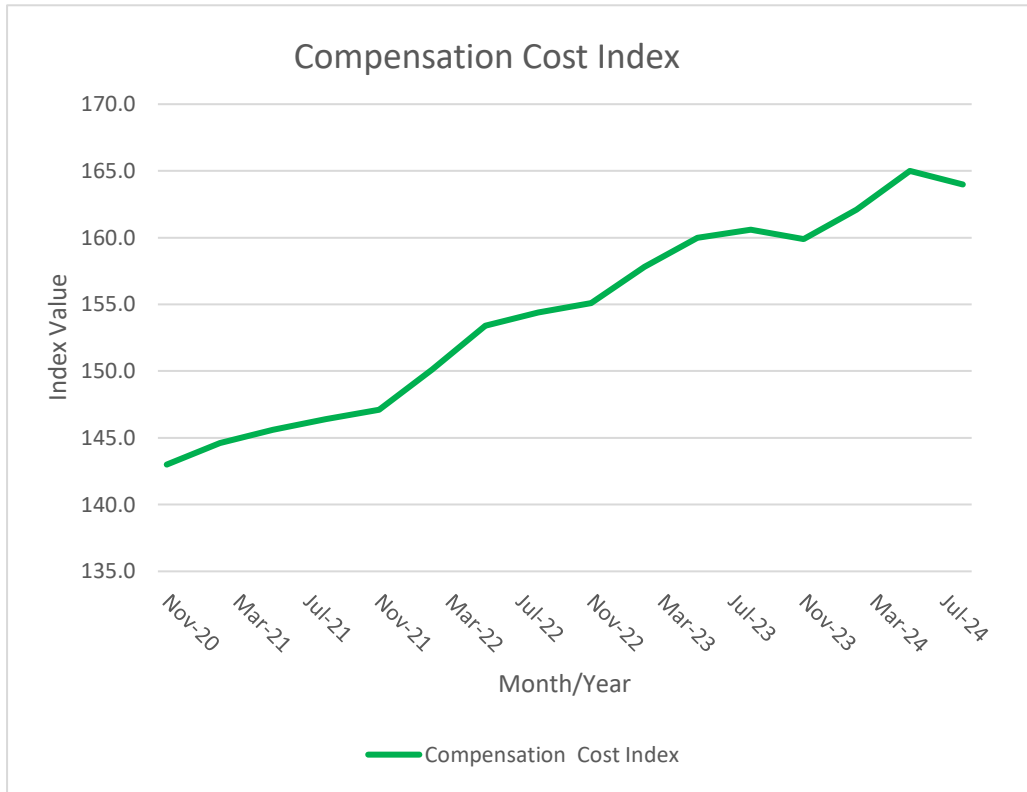
(a) Number of years from average date of occurrence for year shown to 7/1/2023.
(b) Selected annual trend factor
(c) Number of years from 7/1/2023 to projection date of 7/21/2026.
(d) (6)=[(1.00 + (3))^(2)] x [(1.00 + (5))^(4)]
(e) (7) = ((6)^(1.00/((2)+(4)))

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

DATA

Month	All Items CPI Index	All Items (Less Energy) CPI Index	Compensation Cost Index
Oct-20	260.4	268.7	
Nov-20	260.2	268.7	143.0
Dec-20	260.5	268.6	
Jan-21	261.6	269.2	
Feb-21	263.0	270.1	144.6
Mar-21	264.9	271.0	
Apr-21	267.1	273.1	
May-21	269.2	274.9	145.6
Jun-21	271.7	277.2	
Jul-21	273.0	278.2	
Aug-21	273.6	278.7	146.4
Sep-21	274.3	279.4	
Oct-21	276.6	281.2	
Nov-21	277.9	282.4	147.1
Dec-21	278.8	283.6	
Jan-22	281.1	285.8	
Feb-22	283.7	288.0	150.1
Mar-22	287.5	289.5	
Apr-22	289.1	291.2	
May-22	292.3	293.1	153.4
Jun-22	296.3	295.4	
Jul-22	296.3	296.7	
Aug-22	296.2	298.3	154.4
Sep-22	296.8	299.7	
Oct-22	298.0	300.8	
Nov-22	297.7	301.1	155.1
Dec-22	296.8	301.7	
Jan-23	299.2	303.6	
Feb-23	300.8	305.6	157.8
Mar-23	301.8	306.9	
Apr-23	303.4	308.2	
May-23	304.1	309.3	160.0
Jun-23	305.1	310.1	
Jul-23	305.7	310.6	
Aug-23	307.0	311.3	160.6
Sep-23	307.8	312.0	
Oct-23	307.7	312.6	
Nov-23	307.1	312.7	159.9
Dec-23	306.7	313.0	
Jan-24	308.4	314.8	
Feb-24	310.3	316.4	162.1
Mar-24	312.3	317.8	
Apr-24	313.5	318.7	
May-24	314.1	319.3	165.0
Jun-24	314.2	319.7	
Jul-24	314.5	320.0	
Aug-24	314.8	320.7	164.0
Sep-24	315.3	321.9	





NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

AVERAGE ANNUAL RATES OF CHANGE

	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
(1) Annual Change in indices based on exponential curve of best fit for the latest 48 points (or 16 quarters)	5.35%	5.18%	4.06%	4.66%
(2) Annual Change in indices based on exponential curve of best fit for the latest 36 points (or 12 quarters)	4.25%	4.61%	3.89%	4.16%
(3) Annual Change in indices based on exponential curve of best fit for the latest 24 points (or 8 quarters)	3.25%	3.57%	3.14%	3.27%
(4) Annual Change in indices based on exponential curve of best fit for the latest 12 points (or 4 quarters)	3.42%	3.47%	3.82%	3.63%

(5) Average Annual Index [e]

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]
4/3/2022	276.2	281.0	147.3
10/2/2022	287.7	290.4	151.3
4/2/2023	296.8	299.5	155.2
10/1/2023	302.3	306.8	158.4
3/31/2024	307.1	312.4	160.7
9/30/2024	311.6	317.3	162.8

(6) Current Cost Factor (Index Value Divided by Average Annual Index)

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
4/3/2022	1.14	1.15	1.11	1.13
10/2/2022	1.10	1.11	1.08	1.09
4/2/2023	1.06	1.07	1.06	1.06
10/1/2023	1.04	1.05	1.04	1.04
3/31/2024	1.03	1.03	1.02	1.03
9/30/2024	1.01	1.01	1.01	1.01

Notes:

	Source
[a] CPI - All Urban Consumers - All items.	Bureau of Labor Statistics
[b] CPI - All Urban Consumers - All items less energy.	Bureau of Labor Statistics
[c] Total Compensation Cost Index - Insurance Carriers, Agent Brokers, and Service.	Bureau of Labor Statistics

[d] Weighted Average determined as .25 (All items) + .25 (All items - Less Energy) + .50 (CCI).

[e] Average year ended index for period shown.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
COMPREHENSIVE COVERAGES
DERIVATION OF WIND AND WATER ADJUSTMENT

Year	(1) Wind & Water Paid Losses (a)(b)	(2) Total Paid Losses(a)(b)	(3) (2)-(1) [Total - Wind & Water]	(4) [Wind & Water] / [Total - Wind & Water]	(5) Avg.(4)-(4) Variation From Avg. W&W Ratio	(6) (3) x (5) Wind and Water Adj.
12/31/94	3,267,309	54,565,559	51,298,250	0.064	0.150	$ 7,694,738
12/31/95	9,648,334	65,189,949	55,541,615	0.174	0.040	2,221,665
12/31/96	49,270,157	121,767,966	72,497,809	0.680	-0.466	(33,783,979)
12/31/97	8,337,582	74,959,385	66,621,803	0.125	0.089	5,929,340
12/31/98	36,582,228	109,433,029	72,850,801	0.502	-0.288	(20,981,031)
12/31/99	82,839,636	254,543,319	171,703,683	0.482	-0.268	(46,016,587)
12/31/00	26,900,286	219,752,475	192,852,189	0.139	0.075	14,463,914
12/31/01	12,205,306	195,182,807	182,977,501	0.067	0.147	26,897,693
12/31/02	19,987,319	207,651,735	187,664,416	0.107	0.107	20,080,093
12/31/03	71,165,906	270,447,922	199,282,016	0.357	-0.143	(28,497,328)
12/31/04	22,627,816	242,377,216	219,749,400	0.103	0.111	24,392,183
12/31/05	15,400,792	234,388,376	218,987,584	0.070	0.144	31,534,212
12/31/06	35,338,646	273,491,755	238,153,109	0.148	0.066	15,718,105
12/31/07	18,082,928	266,769,682	248,686,754	0.073	0.141	35,064,832
12/31/08	40,583,664	308,375,011	267,791,347	0.152	0.062	16,603,064
12/31/09	26,400,184	283,714,317	257,314,133	0.103	0.111	28,561,869
12/31/10	28,265,837	298,598,932	270,333,095	0.105	0.109	29,466,307
12/31/11	203,657,338	480,977,217	277,319,879	0.734	-0.520	(144,206,337)
12/31/12	62,581,368	321,750,613	259,169,245	0.241	-0.027	(6,997,570)
12/31/13	19,758,670	278,450,013	258,691,343	0.076	0.138	35,699,405
12/31/14	37,932,870	302,875,301	264,942,431	0.143	0.071	18,810,913
12/31/15	39,044,951	329,490,008	290,445,057	0.134	0.080	23,235,605
12/31/16	134,032,466	450,053,876	316,021,410	0.424	-0.210	(66,364,496)
12/31/17	46,380,142	333,331,249	286,951,107	0.162	0.052	14,921,458
12/31/18	113,865,780	432,253,026	318,387,246	0.358	-0.144	(45,847,763)
12/31/19	96,928,582	495,757,037	398,828,455	0.243	-0.029	(11,566,025)
12/31/20	67,120,357	463,814,767	396,694,410	0.169	0.045	17,851,248
12/31/21	40,390,777	509,836,120	469,445,343	0.086	0.128	60,089,004
12/31/22	53,585,319	624,808,042	571,222,723	0.094	0.120	68,546,727
12/31/23	68,315,236	749,932,509	681,617,273	0.100	0.114	77,704,369
			Average (4) =	0.214		

(a) Losses are for Full Coverage, $50, $100, $250 and $500 Deductible Comprehensive for 1994-1996.
Losses are for Full Coverage, $50, $100, $250, $500 and $1000 Deductible Comprehensive for 1997-2023.
(b) Data prior to 1999 is for ISO reporting companies only. Data prior to 2004 excludes Non-Standard Business.

NORTH CAROLINA

DERIVATION OF ADJUSTED COMPREHENSIVE LOSSES FOR STATEWIDE RATE LEVEL

		2021	2022	2023
(1)	Total Paid Losses Page D-12, Col. (2)	$509,836,120	$624,808,042	$749,932,509
(2)	Non-Wind and Water Losses Page D-12, Col. (3)	469,445,343	571,222,723	681,617,273
(3)	Ratio (2)/(1)	0.921	0.914	0.909
(4)	Wind and Water Variation Ratio Page D-12, Col. (5)	0.128	0.120	0.114
(5)	Total paid losses	509,855,666	624,811,128	749,948,825
(6)	Wind and water loss adjustment (3)x(4)x(5)	60,105,865	68,529,285	77,714,197
(7)	Total paid losses adjusted for wind and water (5) + (6)	569,961,531	693,340,413	827,663,022

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					677,391,262
2011				679,413,783	679,001,826
2012			681,148,421	682,100,471	683,645,062
2013		675,365,278	679,850,899	688,465,873	686,687,252
2014	654,759,462	685,511,442	699,316,996	703,227,016	707,826,806
2015	696,388,761	744,161,515	764,655,824	767,752,936	768,941,328
2016	746,254,527	803,385,854	820,194,385	823,929,639	827,312,520
2017	720,842,437	779,117,099	794,316,931	803,129,554	805,729,596
2018	703,666,187	773,432,181	790,078,522	802,226,196	803,223,831
2019	738,594,513	806,534,395	832,567,186	835,110,265	847,054,246
2020	615,036,523	691,351,492	714,587,402	727,625,939	
2021	697,214,027	801,548,607	833,228,573		
2022	660,148,374	758,796,576			
2023	741,657,280				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.999
2012			1.001	1.002
2013		1.007	1.013	0.997
2014	1.047	1.020	1.006	1.007
2015	1.069	1.028	1.004	1.002
2016	1.077	1.021	1.005	1.004
2017	1.081	1.020	1.011	1.003
2018	1.099	1.022	1.015	1.001
2019	1.092	1.032	1.003	1.014
2020	1.124	1.034	1.018	
2021	1.150	1.040		
2022	1.149			
Five Year Average	1.123	1.030	1.010	1.005
Three Year Average	1.141	1.035	1.012	1.006

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.015	1.018	1.018
27 to 63 months:	1.045	1.054	1.054
15 to 63 months:	1.174	1.203	1.176

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					626,732,185
2011				636,104,411	636,935,467
2012			672,154,949	672,672,573	672,828,719
2013		711,283,573	713,953,296	714,435,768	714,454,874
2014	742,337,687	763,487,631	765,503,500	766,476,520	766,429,387
2015	825,271,105	856,359,697	859,583,993	860,538,054	858,733,663
2016	905,529,154	943,611,862	947,762,013	946,401,199	948,761,500
2017	933,429,513	966,862,089	968,399,526	972,189,159	972,084,969
2018	956,716,106	999,951,129	1,008,146,264	1,008,799,481	1,009,298,057
2019	1,040,291,321	1,084,323,589	1,088,961,743	1,089,951,441	1,092,650,825
2020	838,824,118	875,911,198	873,044,072	885,041,591	
2021	1,050,868,528	1,137,371,610	1,156,794,475		
2022	1,128,004,103	1,195,298,193			
2023	1,232,144,825				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.001	1.000
2013		1.004	1.001	1.000
2014	1.028	1.003	1.001	1.000
2015	1.038	1.004	1.001	0.998
2016	1.042	1.004	0.999	1.002
2017	1.036	1.002	1.004	1.000
2018	1.045	1.008	1.001	1.000
2019	1.042	1.004	1.001	1.002
2020	1.044	0.997	1.014	
2021	1.082	1.017		
2022	1.060			
Five Year Average	1.055	1.006	1.004	1.000
Three Year Average	1.062	1.006	1.005	1.001

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.004	1.006	1.006
27 to 63 months:	1.010	1.012	1.012
15 to 63 months:	1.066	1.075	1.070

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					99,286,154
2011				97,814,666	98,115,360
2012			98,306,929	98,910,915	98,689,925
2013		95,842,790	97,860,162	97,858,080	98,046,357
2014	90,997,474	95,512,681	96,851,396	97,650,027	97,727,825
2015	95,948,353	100,420,856	102,971,324	103,648,834	103,718,138
2016	102,264,187	106,966,826	108,894,516	109,495,909	109,672,412
2017	99,064,485	102,156,647	103,650,319	104,529,756	104,591,730
2018	93,139,589	96,990,413	98,599,118	99,556,349	99,614,224
2019	92,638,083	96,370,579	98,332,014	98,784,049	99,152,434
2020	73,159,118	75,639,922	76,182,382	77,507,259	
2021	77,775,783	80,442,308	81,963,307		
2022	65,223,909	66,065,771			
2023	70,430,216				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.003
2012			1.006	0.998
2013		1.021	1.000	1.002
2014	1.050	1.014	1.008	1.001
2015	1.047	1.025	1.007	1.001
2016	1.046	1.018	1.006	1.002
2017	1.031	1.015	1.008	1.001
2018	1.041	1.017	1.010	1.001
2019	1.040	1.020	1.005	1.004
2020	1.034	1.007	1.017	
2021	1.034	1.019		
2022	1.013			
Five Year Average	1.032	1.016	1.009	1.002
Three Year Average	1.027	1.015	1.011	1.002

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.011	1.013	1.013
27 to 63 months:	1.027	1.028	1.028
15 to 63 months:	1.060	1.056	1.051

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					101,074
2011				98,791	98,767
2012			102,282	102,323	102,291
2013		100,878	100,801	101,164	101,039
2014	102,497	101,370	102,058	102,092	101,936
2015	112,037	112,450	112,782	112,844	112,430
2016	115,451	114,803	114,710	114,536	114,483
2017	106,244	104,863	105,037	105,231	105,258
2018	99,714	99,072	99,465	99,900	99,605
2019	101,155	100,519	100,809	100,981	101,028
2020	82,743	81,714	81,441	82,200	
2021	88,189	87,988	88,129		
2022	80,548	78,779			
2023	84,768				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.000	1.000
2013		0.999	1.004	0.999
2014	0.989	1.007	1.000	0.998
2015	1.004	1.003	1.001	0.996
2016	0.994	0.999	0.998	1.000
2017	0.987	1.002	1.002	1.000
2018	0.994	1.004	1.004	0.997
2019	0.994	1.003	1.002	1.000
2020	0.988	0.997	1.009	
2021	0.998	1.002		
2022	0.978			
Five Year Average	0.990	1.002	1.003	0.999
Three Year Average	0.988	1.001	1.005	0.999

	Five Year	Three Year
39 to 63 months:	1.002	1.004
27 to 63 months:	1.004	1.005
15 to 63 months:	0.994	0.993

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					250,314
2011				246,049	246,577
2012			253,677	253,891	253,879
2013		252,721	253,124	253,217	253,223
2014	256,120	258,699	259,204	259,288	259,219
2015	275,692	281,473	281,894	281,974	281,499
2016	287,326	291,784	292,458	291,953	293,352
2017	276,679	281,213	281,114	282,768	281,441
2018	269,105	274,155	275,953	276,264	276,086
2019	274,102	279,505	279,957	280,098	280,854
2020	217,915	221,040	219,310	222,387	
2021	237,595	243,860	247,291		
2022	219,592	220,951			
2023	224,787				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.001	1.000
2013		1.002	1.000	1.000
2014	1.010	1.002	1.000	1.000
2015	1.021	1.001	1.000	0.998
2016	1.016	1.002	0.998	1.005
2017	1.016	1.000	1.006	0.995
2018	1.019	1.007	1.001	0.999
2019	1.020	1.002	1.001	1.003
2020	1.014	0.992	1.014	
2021	1.026	1.014		
2022	1.006			
Five Year Average	1.017	1.003	1.004	1.000
Three Year Average	1.015	1.003	1.005	0.999

	Five Year	Three Year
39 to 63 months:	1.004	1.004
27 to 63 months:	1.007	1.007
15 to 63 months:	1.024	1.022

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					56,968
2011				54,702	54,761
2012			54,398	54,527	54,538
2013		52,516	53,018	53,189	53,214
2014	49,541	51,548	52,146	52,309	52,320
2015	51,586	54,207	54,931	55,131	55,123
2016	55,321	57,753	58,333	58,485	58,493
2017	51,796	53,642	54,165	54,339	54,362
2018	47,759	49,838	50,332	50,623	50,512
2019	46,649	48,396	48,987	49,063	49,209
2020	37,216	38,320	38,207	38,850	
2021	39,220	40,252	40,931		
2022	33,930	34,361			
2023	36,030				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.002	1.000
2013		1.010	1.003	1.000
2014	1.041	1.012	1.003	1.000
2015	1.051	1.013	1.004	1.000
2016	1.044	1.010	1.003	1.000
2017	1.036	1.010	1.003	1.000
2018	1.044	1.010	1.006	0.998
2019	1.037	1.012	1.002	1.003
2020	1.030	0.997	1.017	
2021	1.026	1.017		
2022	1.013			
Five Year Average	1.030	1.009	1.006	1.000
Three Year Average	1.023	1.009	1.008	1.000

	Five Year	Three Year
39 to 63 months:	1.006	1.008
27 to 63 months:	1.015	1.017
15 to 63 months:	1.045	1.040

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)
a) Commission + Brokerage (ii)	7.2%	8.0%
b) Taxes, Licenses and Fees (iii)	2.3	2.3 (iv)
c) Underwriting Profit (v)	8.0	9.5
d) Contingencies (See pages D-32-D-34)	0.0	0.0
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.5	19.8
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.5**	**80.2**
Loss Adjustment Expense (See pages D-24-D-27)(iii)		
Bodily Injury & Medical Payments	10.8	-
Property Damage	11.0	-
Physical Damage	-	11.0 (vii)
General Administration (See pages D-24-D-27)(iii)		
Ratio to Actual Premium	6.9	-
Ratio to Manual Premium	5.6	-
Ratio to Actual Premium (Standard)	-	5.8
Ratio to Actual Premium (Consent to Rate)	-	6.8
Other Acquisition Expenses (See pages D-24-D-27)(iii)		
Ratio to Actual Premium	9.1	-
Ratio to Manual Premium	7.4	-
Ratio to Actual Premium (Standard)	-	8.3
Ratio to Actual Premium (Consent to Rate)	-	7.4

(i) For use with 12/31/2023 Liability and Physical Damage data.

(ii) For Liability, see page D-23. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies (See pages D-32-D-34)	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See pages D-24-D-27)(iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See pages D-24-D-27)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See pages D-24-D-27)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2022 Liability and Physical Damage data.

(ii) For Liability, see page D-23. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies (See pages D-32-D-34)	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See pages D-24-D-27)(iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See pages D-24-D-27)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See pages D-24-D-27)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2021 Liability and Physical Damage data.

(ii) For Liability, see page D-23. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF COMMISSION & BROKERAGE PROVISION FOR THE PERMISSIBLE LOSS, LAE, GENERAL AND OTHER ACQUISITION EXPENSE RATIO - LIABILITY

	2021 Liability	2022 Liability	2023 Liability
(1) Commission & Brokerage (i)	8.1%	8.1%	8.1%
(2) Percentage Voluntary Written premium	71.9%	73.0%	68.4%
(3) Percentage Ceded Written premium [1.000 - (2)]	28.1%	27.0%	31.6%
(4) Assumed Commission & Brokerage Percentage for Ceded Business	10.0%	10.0%	10.0%
(5) Commission + Brokerage Percentage for Voluntary Business (ii) [((1)-((3)*(4)) / (2)]	7.4%	7.4%	7.2%

(i) The average ratio for 2019, 2021-2023 is used for all years. The ratio is for voluntary and ceded business combined. See page D-27.

(ii) For Liability Commission and Brokerage, the voluntary portion of the ratio is determined using the voluntary/ceded premium distribution and an assumed 10.0% ceded ratio to premiums at collected level. The provision for voluntary business is found by solving the following expression for V: 0.10 x (percent ceded written premium) + V x (percent voluntary written premium) = overall Commission and Brokerage provision.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF LIABILITY EXPENSE EXPERIENCE - VOLUNTARY AND CEDED BUSINESS

	2019	2020	2021	2022	2023
Premium Written (Manual Level)	$4,024,636,397	$4,327,302,848	$4,481,008,802	$4,577,021,175	$4,758,664,357
Premiums Earned (Manual Level)	3,934,856,692	4,256,663,342	4,462,986,924	4,511,336,685	4,630,797,648
Premium Written (Actual Level)	3,326,283,138	3,415,474,605	3,516,437,006	3,708,729,847	4,007,294,341
Premiums Earned (Actual Level)	3,279,942,871	3,388,495,463	3,495,556,466	3,626,347,451	3,885,443,639
Commission & Brokerage	282,388,274	296,500,786	289,740,265	292,755,696	314,116,162
Other Acquisition	316,349,078	346,706,647	340,916,455	331,228,190	302,459,931
General Expenses	233,967,892	261,647,379	257,017,858	235,739,680	252,685,575
Taxes, Licenses, and Fees	72,843,907	76,676,782	81,767,752	87,759,426	96,645,688
Bodily Injury Losses Incurred	1,376,909,614	1,177,026,933	1,376,562,575	1,515,860,062	1,723,107,169
BI Allocated Loss Adjustment	50,244,623	37,472,271	39,225,783	46,116,402	53,922,909
BI Unallocated Loss Adjustment	175,360,483	174,524,801	157,084,978	162,060,864	167,045,393
Property Damage Losses Incurred	1,157,351,638	981,795,414	1,118,783,241	1,474,279,628	1,638,954,611
PD Allocated Loss Adjustment	6,019,250	4,119,623	4,677,605	6,555,160	14,225,457
PD Unallocated Loss Adjustment	134,274,954	136,426,150	133,065,260	163,882,124	159,157,208

COMBINED RATIOS

Commission & Brokerage to Written Premium (a)	.085	.087	.082	.079	.078
Other Acquisition to Earned Premium (a)	.096	.102	.098	.091	.078
General Expenses to Earned Premium (a)	.071	.077	.074	.065	.065
Taxes, Licenses, etc. to Written Premium (a)	.022	.022	.023	.024	.024

	2019		2020		2021		2022		2023	
	BI	PD	BI	PD	BI	PD	BI	PD	BI	PD
Unallocated Loss Adjustment Expenses to Losses + Allocated	.123	.115	.144	.138	.111	.118	.104	.111	.094	.096

Notes:

(a) Ratios are to premiums at actual level.

Source: North Carolina Rate Bureau Expense Call

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF PHYSICAL DAMAGE EXPENSE EXPERIENCE - STANDARD BUSINESS

	2019	2020	2021	2022	2023
Premium Written (Actual Level)	$1,825,562,474	$1,834,201,268	$2,020,975,993	$2,174,238,849	$2,441,075,933
Premium Earned (Actual Level)	1,812,965,890	1,813,438,678	1,974,344,506	2,098,313,544	2,338,805,770
Commission & Brokerage	154,492,261	150,126,924	158,106,815	169,936,003	191,843,345
Other Acquisition	160,554,292	172,549,414	176,349,425	174,212,145	161,579,324
General Expenses	104,503,025	120,642,308	122,548,402	121,803,104	129,428,308
Taxes, Licenses, and Fees	41,832,588	42,015,197	47,301,951	50,246,595	58,659,119
Losses Incurred	1,193,797,374	1,020,910,280	1,308,104,034	1,592,308,402	1,692,436,281
All Loss Adjustment Expenses	138,518,497	140,689,377	149,513,495	169,291,292	153,567,347

COMBINED RATIOS

Commission & Brokerage to Written Premium (a)	.085	.082	.078	.078	.079
Other Acquisition to Earned Premium (a)	.089	.095	.089	.083	.069
General Expenses to Earned Premium (a)	.058	.067	.062	.058	.055
Taxes, Licenses, etc. to Written Premium (a)	.023	.023	.023	.023	.024
All Loss Adjustment Expenses to Incurred Losses	.116	.138	.114	.106	.091

Notes:

(a) Ratios are to premiums at actual level.

Source: North Carolina Rate Bureau Expense Call

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF PHYSICAL DAMAGE EXPENSE EXPERIENCE - NON-STANDARD BUSINESS

	2019	2020	2021	2022	2023
Premium Written (Actual Level)	$1,306,559,729	$1,311,722,458	$1,398,205,320	$1,569,159,701	$1,868,631,126
Premium Earned (Actual Level)	1,275,456,299	1,305,834,201	1,379,884,376	1,511,817,953	1,782,997,301
Commission & Brokerage	103,823,185	109,136,539	110,805,018	119,053,537	146,774,436
Other Acquisition	102,402,332	113,943,417	116,061,429	113,342,321	100,913,560
General Expenses	93,859,698	105,767,444	101,453,095	93,643,952	108,242,418
Taxes, Licenses, and Fees	27,301,940	27,435,564	33,204,929	34,002,862	47,466,617
Losses Incurred	632,225,398	621,658,890	786,951,937	986,851,500	1,043,469,128
All Loss Adjustment Expenses	79,088,283	86,942,352	87,408,198	111,926,180	115,891,303
			COMBINED RATIOS		
Commission & Brokerage to Written Premium (a)	.079	.083	.079	.076	.079
Other Acquisition to Earned Premium (a)	.080	.087	.084	.075	.057
General Expenses to Earned Premium (a)	.074	.081	.074	.062	.061
Taxes, Licenses, etc. to Written Premium (a)	.021	.021	.024	.022	.025
All Loss Adjustment Expenses to Incurred Losses	.125	.140	.111	.113	.111

Notes:

(a) Ratios are to premiums at actual level.

Source: North Carolina Rate Bureau Expense Call

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

Calendar Years

	2019	2020	2021	2022	2023	average	average excluding 2020
Liability (a)							
Commission & Brokerage	8.5	8.7	8.2	7.9	7.8	8.2	8.1
Other Acquisition	9.6	10.2	9.8	9.1	7.8	9.3	9.1
General Expenses	7.1	7.7	7.4	6.5	6.5	7.0	6.9
Taxes	2.2	2.2	2.3	2.4	2.4	2.3	2.3
ULAE (BI)	12.3	14.4	11.1	10.4	9.4	11.5	10.8
ULAE (PD)	11.5	13.8	11.8	11.1	9.6	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excluding 2020
Other Acquisition	8.0	8.1	7.6	7.3	6.5	7.5	7.4
General Expenses	5.9	6.1	5.8	5.2	5.5	5.7	5.6

OA and GE are ratios to **manual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Standard Physical Damage							
Commission & Brokerage	8.5	8.2	7.8	7.8	7.9	8.0	8.0
Other Acquisition	8.9	9.5	8.9	8.3	6.9	8.5	8.3
General Expenses	5.8	6.7	6.2	5.8	5.5	6.0	5.8
Taxes	2.3	2.3	2.3	2.3	2.4	2.3	2.3
Loss Adjustment Expenses (b)	11.9	13.9	11.3	10.9	9.8	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

LAE are ratios to Incurred Losses.

	2019	2020	2021	2022	2023	average	average excluding 2020
Consent to Rate Physical Damage							
Other Acquisition	8.0	8.7	8.4	7.5	5.7	7.7	7.4
General Expenses	7.4	8.1	7.4	6.2	6.1	7.0	6.8

C&B, OA, GE, and Taxes are ratios to **actual** premium.

(a) Voluntary and Ceded business combined.
(b) Standard and Consent to Rate business combined.

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF GENERAL AND OTHER ACQUISITION EXPENSES
LIABILITY COVERAGES

VOLUNTARY BUSINESS ONLY

	(1) Earned Premiums at Manual Rates	(2) On-Level Adjustment Factor	(3) Manual to Actual Factor	(4) Expense Factor	(5) General and Other Acquisition Expenses
Year ending 12/31/2023					
BI	1,098,724,276	0.9521	0.7850	16.0%	131,389,580
PD	1,486,319,928	0.8725	0.7850	16.0%	162,879,856
MP	126,256,118	1.1068	0.7850	16.0%	17,551,378
Year ending 12/31/2022					
BI	1,105,954,061	0.9521	0.7571	16.0%	127,553,647
PD	1,496,272,993	0.8720	0.7571	16.0%	158,052,202
MP	126,028,175	1.1074	0.7571	16.0%	16,906,176
Year ending 12/31/2021					
BI	1,087,650,465	0.9521	0.7240	16.0%	119,958,345
PD	1,472,729,364	0.8720	0.7240	16.0%	148,764,045
MP	125,013,420	1.1074	0.7240	16.0%	16,036,874

"CLEAN RISK" CEDED BUSINESS ONLY

	(6) Earned Premiums at Vol. Manual Rates	(7) On-Level Adjustment Factor	(8) Expense Factor	(9) General and Other Acquisition Expenses
Year ending 12/31/2023				
BI	259,285,100	0.9521	13.0%	32,092,495
PD	339,259,058	0.8725	13.0%	38,480,459
MP	14,787,254	1.1068	13.0%	2,127,649
Year ending 12/31/2022				
BI	222,012,098	0.9521	13.0%	27,479,103
PD	289,495,831	0.8720	13.0%	32,817,247
MP	11,997,974	1.1074	13.0%	1,727,252
Year ending 12/31/2021				
BI	227,571,772	0.9521	13.0%	28,167,241
PD	296,520,380	0.8720	13.0%	33,613,550
MP	12,298,213	1.1074	13.0%	1,770,475

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF GENERAL AND OTHER ACQUISITION EXPENSES
LIABILITY COVERAGES

"OTHER-THAN-CLEAN RISK" CEDED BUSINESS ONLY

	(10) Earned Premiums at Facility Rates	(11) On-Level Adjustment Factor	(12) Expense Factor	(13) General and Other Acquisition Expenses	(14) Total Liability G&OA Expenses (5) + (9) + (13)
Year ending 12/31/2023					
BI	208,331,616	0.7615	13.0%	20,623,788	184,105,863
PD	318,858,284	0.6064	13.0%	25,136,236	226,496,551
MP	6,427,770	1.0133	13.0%	846,724	20,525,751
Year ending 12/31/2022					
BI	219,677,293	0.7133	13.0%	20,370,456	175,403,206
PD	335,002,769	0.5523	13.0%	24,052,864	214,922,313
MP	7,497,815	0.9971	13.0%	971,889	19,605,317
Year ending 12/31/2021					
BI	222,844,320	0.6588	13.0%	19,085,279	167,210,865
PD	338,407,327	0.5147	13.0%	22,643,173	205,020,768
MP	7,541,921	1.0628	13.0%	1,042,022	18,849,371

Notes:

(1),(6),(10) Voluntary and "Clean risk" ceded business at present voluntary manual rates. Other-than-clean risk ceded business at present Facility rates.

(2),(7),(11) Factor to adjust the earned premium at manual rates to the rate level in effect at the time the premium was written.

(3) Factor to adjust the earned premium at manual rates to the actual level. See page D-41.

(4),(8),(12) Sum of the general expense and other acquisition expense percentages shown on page D-27. Voluntary ratio is to actual premiums. Ceded ratio is to manual premiums. For voluntary and ceded business, the average ratio for 2019, 2021-2023 is used for all years.

(5) = (1) x (2) x (3) x (4), (9) = (6) x (7) x (8), (13) = (10) x (11) x (12).

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF GENERAL AND OTHER ACQUISITION EXPENSES
PHYSICAL DAMAGE COVERAGES

STANDARD BUSINESS ONLY

	(1) Earned Premiums at Manual Rates	(2) On-Level Adjustment Factor	(3) Manual to Actual Factor	(4) Expense Factor	(5) General and Other Acquisition Expenses
Year ending 12/31/2023					
Comp	869,287,125	0.9233	0.7537	14.1%	85,295,027
Coll	2,292,790,402	0.8796	0.7537	14.1%	214,322,222
Year ending 12/31/2022					
Comp	905,592,489	0.8964	0.7186	14.1%	82,250,962
Coll	2,371,937,490	0.8719	0.7186	14.1%	209,544,489
Year ending 12/31/2021					
Comp	945,550,468	0.8467	0.6995	14.1%	78,962,539
Coll	2,466,556,537	0.8074	0.6995	14.1%	196,420,427

NON-STANDARD BUSINESS ONLY

	(6) Earned Premiums at Manual Rates	(7) On-Level Adjustment Factor	(8) Manual to Actual Factor	(9) Expense Factor	(10) General and Other Acquisition Expenses	(11) Total Physical Damage G&OA Expenses (5) + (10)
Year ending 12/31/2023						
Comp	233,294,491	0.9233	1.6048	14.2%	49,085,880	134,380,907
Coll	686,639,216	0.8796	1.6048	14.2%	137,633,161	351,955,383
Year ending 12/31/2022						
Comp	191,407,714	0.8964	1.5425	14.2%	37,581,560	119,832,522
Coll	572,414,215	0.8719	1.5425	14.2%	109,317,730	318,862,219
Year ending 12/31/2021						
Comp	160,242,334	0.8467	1.4364	14.2%	27,673,912	106,636,451
Coll	476,703,299	0.8074	1.4364	14.2%	78,505,601	274,926,028

Notes:
(1),(6) Standard and Non-Standard business at present manual rates.
(2),(7) Factor to adjust the earned premium at manual rates to the rate level and average model year and symbol in effect at the time the premium was written.
(3),(8) Factor to adjust the earned premium at manual rates to the actual level.
(4),(9) Sum of the general expense and other acquisition expense percentages shown on page D-27. The average ratio for 2019, 2021-2023 is used for all years.
(5) = (1) x (2) x (3) x (4), (10) = (6) x (7) x (8) x (9)

North Carolina Dividends

LIABILITY

Year	Vol + Ced Manual Earned Prem.	Amount of Dividend	Dividend as % of Vol+Ced Manual Earned Prem.
2018	3,816,993,117	11,815,554	0.31%
2019	3,934,856,692	18,559,790	0.47%
2020	4,256,663,342	73,239,681	1.72%
2021	4,462,986,924	13,788,423	0.31%
2022	4,511,336,685	12,195,660	0.27%
2023	4,630,797,648	11,752,621	0.25%
		6 year average:	0.56%
		excluding 2020:	0.32%
		Selected:	0.30%

PHYSICAL DAMAGE

Year	Standard Manual Earned Prem.	Non-Standard Manual Earned Prem.	Amount of Dividend	Dividend as % of Manual Earned Prem.*
2018	2,412,969,095	736,769,450	11,422,852	0.36%
2019	2,584,017,845	765,853,691	16,609,272	0.50%
2020	2,575,026,146	846,499,432	71,116,310	2.08%
2021	2,821,726,970	889,518,443	13,420,967	0.36%
2022	2,938,325,136	942,433,505	12,217,938	0.31%
2023	3,124,123,957	995,192,687	11,351,656	0.28%
			6 year average:	0.65%
			excluding 2020:	0.36%
			Selected:	0.40%

* Manual Earned Premium Includes Standard and Non-Standard business.

NORTH CAROLINA
PRIVATE PASSENGER
VOLUNTARY/STANDARD BUSINESS
LIABILITY AND PHYSICAL DAMAGE

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	3,227,099	3,190,072	2,265,611	0.710	0.088	0.094
2015	3,365,144	3,313,930	2,426,462	0.732	0.087	0.096
2016	3,591,403	3,521,896	2,688,149	0.763	0.082	0.095
2017	3,812,430	3,721,743	2,850,704	0.766	0.085	0.091
2018	4,076,820	4,018,554	3,002,333	0.747	0.081	0.091
2019	4,152,224	4,186,402	3,217,988	0.769	0.082	0.093
2020	4,285,046	4,245,217	2,746,147	0.647	0.082	0.099
2021	4,550,646	4,488,798	3,278,826	0.730	0.076	0.094
2022	4,880,334	4,739,344	3,899,091	0.823	0.074	0.087
2023	5,183,968	5,066,898	4,320,574	0.853	0.073	0.074

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.066	0.020	0.006	0.274	0.984	0.016
2015	0.066	0.022	0.006	0.277	1.009	-0.009
2016	0.062	0.023	0.005	0.267	1.030	-0.030
2017	0.057	0.023	0.005	0.261	1.027	-0.027
2018	0.061	0.022	0.005	0.260	1.007	-0.007
2019	0.065	0.022	0.008	0.270	1.039	-0.039
2020	0.073	0.022	0.034	0.310	0.957	0.043
2021	0.069	0.023	0.006	0.268	0.998	0.002
2022	0.062	0.024	0.005	0.252	1.075	-0.075
2023	0.060	0.024	0.004	0.235	1.088	-0.088

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS. FOR LIABILITY COMMISSIONS, THE VOLUNTARY PORTION OF THE RATIO IS DETERMINED USING THE VOLUNTARY/CEDED PREMIUM DISTRIBUTION AND AN ASSUMED 10.0% CEDED RATIO TO WRITTEN PREMIUMS.
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

NORTH CAROLINA
PRIVATE PASSENGER
VOLUNTARY BUSINESS
LIABILITY

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	1,873,044	1,860,027	1,335,339	0.718	0.086	0.096
2015	1,893,755	1,879,453	1,431,433	0.762	0.086	0.098
2016	1,973,433	1,951,003	1,492,242	0.765	0.080	0.097
2017	2,102,455	2,039,836	1,732,462	0.849	0.084	0.094
2018	2,286,899	2,254,176	1,697,969	0.753	0.080	0.094
2019	2,326,662	2,373,436	1,885,672	0.794	0.079	0.096
2020	2,450,845	2,431,778	1,584,547	0.652	0.082	0.102
2021	2,529,670	2,514,453	1,821,208	0.724	0.075	0.098
2022	2,706,095	2,641,030	2,137,491	0.809	0.071	0.091
2023	2,742,892	2,728,092	2,474,570	0.907	0.068	0.078

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.071	0.020	0.006	0.279	0.997	0.003
2015	0.071	0.022	0.006	0.283	1.045	-0.045
2016	0.070	0.023	0.005	0.275	1.040	-0.040
2017	0.063	0.023	0.005	0.269	1.118	-0.118
2018	0.066	0.022	0.005	0.267	1.020	-0.020
2019	0.071	0.022	0.008	0.276	1.070	-0.070
2020	0.077	0.022	0.030	0.313	0.965	0.035
2021	0.074	0.023	0.005	0.275	0.999	0.001
2022	0.065	0.024	0.005	0.256	1.065	-0.065
2023	0.065	0.024	0.004	0.239	1.146	-0.146

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS. FOR LIABILITY COMMISSIONS, THE VOLUNTARY PORTION OF THE RATIO IS DETERMINED USING THE VOLUNTARY/CEDED PREMIUM DISTRIBUTION AND AN ASSUMED 10.0% CEDED RATIO TO WRITTEN PREMIUMS.
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

NORTH CAROLINA
PRIVATE PASSENGER
STANDARD BUSINESS
PHYSICAL DAMAGE

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	1,354,055	1,330,045	930,272	0.699	0.090	0.092
2015	1,471,389	1,434,477	995,029	0.694	0.089	0.093
2016	1,617,970	1,570,893	1,195,907	0.761	0.085	0.092
2017	1,709,975	1,681,907	1,118,242	0.665	0.086	0.087
2018	1,789,921	1,764,378	1,304,364	0.739	0.083	0.088
2019	1,825,562	1,812,966	1,332,316	0.735	0.085	0.089
2020	1,834,201	1,813,439	1,161,600	0.641	0.082	0.095
2021	2,020,976	1,974,345	1,457,618	0.738	0.078	0.089
2022	2,174,239	2,098,314	1,761,600	0.840	0.078	0.083
2023	2,441,076	2,338,806	1,846,004	0.789	0.079	0.069

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.059	0.020	0.006	0.267	0.966	0.034
2015	0.060	0.023	0.006	0.271	0.965	0.035
2016	0.052	0.024	0.005	0.258	1.019	-0.019
2017	0.049	0.023	0.006	0.251	0.916	0.084
2018	0.054	0.022	0.006	0.253	0.992	0.008
2019	0.058	0.023	0.009	0.264	0.999	0.001
2020	0.067	0.023	0.039	0.306	0.947	0.053
2021	0.062	0.023	0.007	0.259	0.997	0.003
2022	0.058	0.023	0.006	0.248	1.088	-0.088
2023	0.055	0.024	0.005	0.232	1.021	-0.021

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

Credibility Factor Determination

Credibility considerations enter into the private passenger ratemaking formula in three areas:

1) statewide rate indications in the determination of accident year weights.

2) territory rate indications in the determination of the individual territory's formula base class loss cost.

3) trend factor determination in the determination to base the average annual change on North Carolina data or a combination of North Carolina and countrywide data.

The first two areas full credibility standard is based on an application of the credibility formula contained in the paper "On The Credibility of The Pure Premium" by Mayerson, Jones and Bowers (PCAS LV, 1968). The full credibility standards contemplate P and K values of 95% and 5% for statewide and 90% and 5% for territory.

The trend credibility procedure is based on the first model discussed in "An Introduction to Credibility Theory" by L. H. Longley-Cook. The full credibility standard is based on P and K values of 99% and 2 1/2%.

For Uninsured Motorists and Underinsured Motorists, each year of the experience period is given weight proportional to its earned car years in the calculation of an indicated premium per exposure.

For Motorcycles, each year of the experience period is given weight proportional to its earned premium at present manual rates in the calculation of an indicated change.

CREDIBILITY TABLES BASED UPON NUMBER OF CLAIMS

The projected loss ratios are weighted in accordance with the following:

Average Number of Claims for the Latest Two Years (A)	Weight to Earlier Year	Weight to Later Year
4000 and over	0%	100%
3600 - 3999	10	90
3200 - 3599	20	80
2800 - 3199	30	70
2400 - 2799	40	60
under 2400	50	50

(A) Applied separately by coverage.

Credibility	Determination of Territory Credibility (B)
0	0 - 29
.10	30 - 119
.20	120 - 269
.30	270 - 479
.40	480 - 749
.50	750 - 1,079
.60	1,080 - 1,469
.70	1,470 - 1,919
.80	1,920 - 2,429
.90	2,430 - 2,999
1.00	3,000 or more

Credibility	Determination of Trend Factor Credibility (C)
0	0 - 26
.05	27 - 105
.10	106 - 238
.15	239 - 424
.20	425 - 663
.25	664 - 955
.30	956 - 1,300
.35	1,301 - 1,699
.40	1,700 - 2,150
.45	2,151 - 2,655
.50	2,656 - 3,212
.55	3,213 - 3,823
.60	3,824 - 4,487
.65	4,488 - 5,204
.70	5,205 - 5,974
.75	5,975 - 6,798
.80	6,799 - 7,674
.85	7,675 - 8,604
.90	8,605 - 9,586
.95	9,587 - 10,622
1.00	10,623 or more

(B) Territory credibility is based on the number of claims underlying the three year pure premium. Credibility = [(number of claims)/3,000]^0.5, rounded to two decimals.

(C) Trend factor credibility is based on the number of claims underlying the latest year's experience appearing in the trend exhibits.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
AVERAGE NUMBER OF CLAIMS FOR LATEST TWO ACCIDENT YEARS

LIABILITY - VOLUNTARY AND CEDED COMBINED

Year Ended	Bodily Injury	Property Damage	Medical Payments
12/31/2022	78,078	239,762	37,703
12/31/2023	83,152	242,703	39,040
Average	80,615	241,233	38,372

PHYSICAL DAMAGE - STANDARD AND NON-STANDARD

Year Ended	Comprehensive	Collision
12/31/2022	362,547	305,066
12/31/2023	374,154	291,356
Average	368,351	298,211

VOLUNTARY AND CEDED COMBINED

Year Ended	Uninsured Motorists	Underinsured Motorists
12/31/2022	18,797	3,044
12/31/2023	19,645	3,630
Average	19,221	3,337

NORTH CAROLINA

DERIVATION OF INCURRED-TO-PAID FACTOR (A)

(1) Year	(2) Incurred Losses	(3) Paid Losses	(4) (2)/(3) Factor
2021	2,141,375,667	2,097,294,243	1.021
2022	2,631,027,809	2,546,754,393	1.033
2023	2,787,997,753	2,747,236,812	1.015

(A) Source: Statutory Page 14 Private Passenger Auto Physical Damage (line 21.1)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FOR 2024 BASE
CALCULATION OF MODEL YEAR RELATIVITY
BEFORE OCTOBER 1, 2024

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2024	0.039	1.000	0.041	1.000
2023	0.041	0.970	0.043	0.930
2022	0.050	0.930	0.052	0.870
2021	0.054	0.890	0.057	0.810
2020	0.068	0.860	0.071	0.750
2019	0.069	0.820	0.073	0.700
2018	0.075	0.780	0.079	0.660
2017	0.071	0.740	0.075	0.610
2016	0.070	0.710	0.073	0.570
2015 & PRIOR	0.463	0.650	0.436	0.470
(1) Average		0.750		0.621

AFTER OCTOBER 1, 2024 (INTRODUCTION OF 2025 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2025	0.041	1.030	0.044	1.070
2024	0.045	1.000	0.049	1.000
2023	0.049	0.970	0.053	0.930
2022	0.047	0.930	0.049	0.870
2021	0.056	0.890	0.059	0.810
2020	0.057	0.860	0.060	0.750
2019	0.070	0.820	0.073	0.700
2018	0.069	0.780	0.073	0.660
2017	0.073	0.740	0.078	0.610
2016	0.068	0.710	0.072	0.570
2015 & PRIOR	0.425	0.650	0.390	0.470
(2) Average		0.767		0.652

AFTER OCTOBER 1, 2025 (INTRODUCTION OF 2026 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2026	0.040	1.050	0.044	1.110
2025	0.047	1.030	0.051	1.070
2024	0.047	1.000	0.051	1.000
2023	0.051	0.970	0.055	0.930
2022	0.048	0.930	0.051	0.870
2021	0.055	0.890	0.057	0.810
2020	0.057	0.860	0.060	0.750
2019	0.067	0.820	0.070	0.700
2018	0.066	0.780	0.071	0.660
2017	0.069	0.740	0.073	0.610
2016	0.063	0.710	0.068	0.570
2015 & PRIOR	0.390	0.650	0.349	0.470
(3) Average		0.785		0.684

(4) Number of months from effective date to 10/1/2025: 0

(5) Average relativity based on an effective date of 10/1/2025:

Comp: (0.767x(4)+0.785x(12-(4)))/12= 0.785

Coll: (0.652x(4)+0.684x(12-(4)))/12= 0.684

(6) Model year trend factor:

Comp: (5)/0.75= 1.047 Coll: (5)/0.621= 1.101

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

CALCULATION OF SYMBOL TREND FACTORS

A. Average Symbol Relativity of Experience Period:

Year ended	Comp	Coll
06/30/2023	2.349	1.566

B. Summary of Average Symbol Relativities by year-ended quarter for determining symbol trend for the prospective effective date.

Year ended	Comp	Coll
09/30/2025	2.579	1.630
12/31/2025	2.600	1.635
03/31/2026	2.620	1.640
06/30/2026	2.624	1.641
09/30/2026	2.641	1.646
12/31/2026	2.661	1.651
03/31/2027	2.683	1.656
06/30/2027	2.686	1.657
09/30/2027	2.705	1.662
12/31/2027	2.724	1.666

C. Proposed Projection Date: 7/21/2026

D. Number of months to next year ended quarter (in B above): 2.30

E. Average Symbol Relativity as of prior year ended quarter:

Year ended	Comp	Coll
06/30/2026	2.624	1.641

F. Average Symbol Relativity as of next year ended quarter:

Year ended	Comp	Coll
09/30/2026	2.641	1.646

G. Average Symbol Relativity as of Projection Date (Date in C above):
(D/3)(E) + ((3-D)/3)(F) = Avg. Sym. Rel.

COMP:	(2.30 / 3)	2.624	+	(0.70 / 3)	2.641	=	2.628			
COLL:	(2.30 / 3)	1.641	+	(0.70 / 3)	1.646	=	1.642			

H. Symbol Trend Factors: (G)/(A) Year-Ended 12/31/2023 Comp: 2.628 / 2.349 = 1.119
Coll: 1.642 / 1.566 = 1.049

I. Annualized Trends: (H)^(1 / 3.06) Year-Ended 12/31/2023 Comp: 3.7%
Coll: 1.6%

North Carolina Net Deviations

AUTO LIABILITY

Voluntary Business

Year	(1) Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Anticipated Premium (1) x (2)	(4) Amount of Deviation (3) - (1)
2018	2,522,214,285	-21.25%	1,986,243,749	(535,970,536)
2019	2,405,907,198	-22.74%	1,858,803,901	(547,103,297)
2020	2,754,663,372	-27.12%	2,007,598,666	(747,064,706)
2021	3,086,587,505	-27.60%	2,234,689,354	(851,898,151)
2022	3,100,437,632	-24.29%	2,347,341,331	(753,096,301)
2023	2,821,913,252	-21.50%	2,215,201,903	(606,711,349)

Ceded Business

Year	(5) O/T Clean Ceded Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) O/T Clean Ceded Anticipated Premium (5) x (6)	(8) O/T Clean Ceded Amount of Deviation (7) - (5)	(9) Clean Risk Ceded Premium at Rate Bureau Rates	(10) Clean Risk Ceded Anticipated Premium = Col (9)	(11) Clean Risk Ceded Amount of Deviation (10) - (9)
2018	255,608,621	37.56%	351,615,219	96,006,598	499,639,639	499,639,639	0
2019	225,691,688	37.65%	310,664,609	84,972,921	433,365,902	433,365,902	0
2020	246,543,493	15.71%	285,275,476	38,731,983	470,698,538	470,698,538	0
2021	281,973,922	20.79%	340,596,300	58,622,378	491,191,045	491,191,045	0
2022	295,802,427	30.32%	385,489,723	89,687,296	508,131,737	508,131,737	0
2023	279,329,157	44.17%	402,708,846	123,379,689	587,919,748	587,919,748	0

All Liability Business

Year	(12) Total Premium at Rate Bureau Rates (1) + (5) + (9)	(13) Total Anticipated Premium (3) + (7) + (10)	(14) Amount of Deviation (13) - (12)	(15) Clean Risk Recoupment Factor	(16) Recoupment Amount [((1)+(7)+(9)) x (15)]	(17) Overall Pct. Deviation ((14)+(16)) / (12)
2018	3,277,462,545	2,837,498,607	(439,963,938)	6.27%	211,516,515	-6.97%
2019	3,064,964,788	2,602,834,412	(462,130,376)	6.75%	212,620,795	-8.14%
2020	3,471,905,403	2,763,572,680	(708,332,723)	4.63%	162,542,511	-15.72%
2021	3,859,752,472	3,066,476,699	(793,275,773)	6.12%	239,804,541	-14.34%
2022	3,904,371,796	3,240,962,791	(663,409,005)	7.67%	306,344,332	-9.15%
2023	3,689,162,157	3,205,830,497	(483,331,660)	9.45%	360,285,204	-3.34%
					6 year average:	-9.61%
					2018-2019, 2021-2023 average:	-8.39%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

North Carolina Net Deviations

AUTO PHYSICAL DAMAGE

Year	(1) Std Phy Dam Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Std Phy Dam Anticipated Premium (1) x (2)	(4) Std Phy Dam Amount of Deviation (3) - (1)
2018	2,514,981,788	-27.30%	1,828,391,760	(686,590,028)
2019	2,384,328,980	-30.09%	1,666,884,390	(717,444,590)
2020	2,447,124,839	-29.48%	1,725,712,436	(721,412,403)
2021	2,769,854,546	-30.05%	1,937,513,255	(832,341,291)
2022	2,868,385,331	-28.14%	2,061,221,699	(807,163,632)
2023	2,819,035,033	-24.63%	2,124,706,704	(694,328,329)

Year	(5) Non-Std Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) Non-Std Phy Dam Anticipated Premium (5) x (6)	(8) Non-Std Phy Dam Amount of Deviation (7) - (5)
2018	426,946,005	48.48%	633,929,428	206,983,423
2019	381,078,041	49.80%	570,854,905	189,776,864
2020	460,015,940	47.40%	678,063,496	218,047,556
2021	523,178,363	43.64%	751,493,401	228,315,038
2022	671,806,539	54.25%	1,036,261,586	364,455,047
2023	819,276,664	60.48%	1,314,775,190	495,498,526

Year	(9) Total Phy Dam Premium at Rate Bureau Rates (1) + (5)	(10) Total Anticipated Premium (3) + (7)	(11) Amount of Deviation (10) - (9)	(12) Overall Pct. Deviation (11) / (9)
2018	2,941,927,793	2,462,321,188	(479,606,605)	-16.30%
2019	2,765,407,021	2,237,739,295	(527,667,726)	-19.08%
2020	2,907,140,779	2,403,775,932	(503,364,847)	-17.31%
2021	3,293,032,909	2,689,006,656	(604,026,253)	-18.34%
2022	3,540,191,870	3,097,483,285	(442,708,585)	-12.51%
2023	3,638,311,697	3,439,481,894	(198,829,803)	-5.46%
			6 year average:	-14.83%
			2018-2019, 2021-2023 average:	-14.34%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

SECTION E

UNINSURED MOTORISTS REVIEW

NORTH CAROLINA
UNINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UMBI) (a)	105,608,565	96,014,705	99,208,576
(2) Incurred Losses and ALAE (T/L UMPD) (a)	21,331,325	25,707,220	27,739,473
(3) Loss Development Factor (T/L UMBI) (b)	1.015	1.046	1.188
(4) Loss Development Factor (T/L UMPD) (b)	0.987	0.973	0.925
(5) ULAE Factor (BI) (See page D-27)	10.8%	10.8%	10.8%
(6) ULAE Factor (PD) (See page D-27)	11.0%	11.0%	11.0%
(7) Developed Losses and LAE (T/L UMBI) [(1)x(3)x[1+(5)]]	118,769,504	111,277,971	130,588,645
(8) Developed Losses and LAE (T/L UMPD) [(2)x(4)x[1+(6)]]	23,369,960	27,764,569	28,481,504
(9) Avg Annual Change in Losses and LAE (UMBI) (See page D-9)	7.4%	7.5%	7.6%
(10) Avg Annual Change in Losses and LAE (UMPD) (See page D-9)	11.5%	11.5%	11.5%
(11) Years of Trend - Losses (c)	5.06	4.06	3.06
(12) Projected Losses and LAE (T/L UMBI)(c)	170,434,238	149,223,759	163,366,395
(13) Projected Losses and LAE (T/L UMPD)(c)	40,546,881	43,201,669	39,731,698
(14) Earned Exposures (a)	7,807,560	7,873,360	7,965,903
(15) Projected T/L Loss and LAE per exposure (T/L UMBI)[(12)/(14)]	21.83	18.95	20.51
(16) Projected T/L Loss and LAE per exposure (T/L UMPD)[(13)/(14)]	5.19	5.49	4.99
(17) Percentage Dividends (See page D-31)	0.30%	0.30%	0.30%
(18) Permissible Loss and LAE Ratio (See page E-8)	0.693	0.693	0.695
(19) Net Premium Required per exposure (T/L UMBI)[(15)/((18)-(17))]	31.64	27.46	29.64
(20) Net Premium Required per exposure (T/L UMPD)[(16)/((18)-(17))]	7.52	7.96	7.21
(21) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(22) Anticipated Deviations per Exposure (T/L UMBI) [[(19)/(1.0-(21))]-(19)]	2.90	2.51	2.71
(23) Anticipated Deviations per Exposure (T/L UMPD) [[(20)/(1.0-(21))]-(20)]	0.69	0.73	0.66
(24) Required T/L Premium per exposure (T/L UMBI)[(19)+(22)]	34.54	29.97	32.35
(25) Required T/L Premium per exposure (T/L UMPD)[(20)+(23)]	8.21	8.69	7.87
(26) Required T/L Premium per exposure [(24)+(25)]	42.75	38.66	40.22
(27) Average (Weighted on exposures in line (14))		40.54	
(28) Effective Total Limits Change (See Page E-3)		47.6%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Uninsured Motorists Bodily Injury and Uninsured Motorists Property Damage. See pages E-4 and E-5.

(c) Projected losses and allocated loss adjustment expenses = UMBI: $[(7) \times (1 + (9))^{(11)}]$ and UMPD: $[(8) \times (1 + (10))^{(11)}]$ where (11) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-41.

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF INDICATED CHANGE FOR
UNINSURED MOTORISTS COVERAGE

UMBI LIMITS	(1) UMBI % OF EARNED EXPOSURES	(2) 12-1-2024 EFFECTIVE RATE ($)
30/60	26.40%	20
50/100	25.53%	21
100/200	0.56%	24
100/300	35.06%	26
300/300	1.71%	32
250/500	9.85%	33
500/500	0.00%	34
500/1000	0.49%	38
1000/1000	0.39%	40
	100.00%	

UMPD LIMITS	(3) UMPD % OF EARNED EXPOSURES	(4) 12-1-2024 EFFECTIVE RATE ($)
25	28.24%	2
50	42.39%	3
100	28.37%	4
250	0.78%	6
500	0.21%	8
750	0.00%	10
1000	0.01%	11
	100.00%	

(5)	AVERAGE PRESENT UMBI RATE ($) (a):	24.03
(6)	AVERAGE PRESENT UMPD RATE ($) (b):	3.04
(7)	AVERAGE PRESENT UMBI&PD RATE ($) [(5)+(6)]:	27.07
(8)	INDICATED AVERAGE UMBI&PD RATE ($) (c):	40.54
(9)	INDICATED CHANGE [((8)/(7))-1.0]:	49.8%

Notes:
(a) Column (2) weighted on Column (1). Column (2) represents the present rates corresponding to the pre-SB 452 UM experience shown on page E-1.
(b) Column (4) weighted on Column (3). Column (4) represents the present rates corresponding to the pre-SB 452 UM experience shown on page E-1.
(C) See page E-1.

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES AND EFFECTIVE CHANGE
FOR UNINSURED MOTORISTS COVERAGE

(1) INDICATED CHANGE FOR UNINSURED MOTORISTS COVERAGE (a): 49.8%

UMBI LIMITS	(2) UMBI % OF EARNED EXPOSURES	(3) 7-1-2025 EFFECTIVE RATE ($)	(4) PROPOSED UMBI RATE ($) [((1)+1.000) x (3)]
50/100	51.93%	21	31
100/200	0.56%	24	36
100/300	35.06%	26	39
300/300	1.71%	32	48
250/500	9.85%	33	49
500/500	0.00%	34	51
500/1000	0.49%	38	57
1000/1000	0.39%	40	60
	100.00%		

UMPD LIMITS	(5) UMPD % OF EARNED EXPOSURES	(6) 7-1-2025 EFFECTIVE RATE ($)	(7) PROPOSED UMPD RATE ($) [((1)+1.000) x (6)]
50	70.63%	3	4
100	28.37%	4	6
250	0.78%	6	9
500	0.21%	8	12
750	0.00%	10	15
1000	0.01%	11	16
	100.00%		

(8)	AVERAGE PRESENT UMBI RATE ($) (b):	24.30
(9)	AVERAGE PRESENT UMPD RATE ($) (c):	3.32
(9)	AVERAGE PRESENT UMBI&PD RATE ($) [(8)+(9)]:	27.62
(10)	AVERAGE PROPOSED UMBI RATE ($) (d):	36.14
(11)	AVERAGE PROPOSED UMPD RATE ($) (e):	4.62
(12)	AVERAGE PROPOSED UMBI&PD RATE ($) [(10)+(11)]:	40.76
(13)	EFFECTIVE CHANGE[((12)/(9))-1.000]:	47.6%

Notes:
(a) See page E-2.
(b) Column (3) weighted on Column (2). The exposure weights in Column (2) reflect an assumed shift from 30/60 limits to 50/100 limits in response to the increase in the required minimum limits effective 7-1-2025.
(c) Column (6) weighted on Column (5). The exposure weights in Column (5) reflect an assumed shift from $25,000 limit to $50,000 limit in response to the increase in the required minimum limits effective 7-1-2025.
(d) Column (4) weighted on Column (2).
(e) Column (7) weighted on Column (5).

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			43,130,211	42,949,643	42,838,388
2013		42,529,675	42,790,601	44,064,436	42,856,707
2014	37,440,221	39,852,172	41,440,067	41,057,268	40,880,373
2015	43,114,850	49,545,130	49,788,808	50,449,098	50,503,115
2016	50,187,250	54,598,670	55,357,415	55,682,449	55,696,555
2017	59,216,888	62,694,056	64,088,447	65,295,983	66,172,063
2018	69,066,743	76,147,813	77,570,356	78,394,061	78,109,250
2019	73,801,336	83,676,464	87,960,698	88,162,551	88,765,697
2020	77,845,285	92,894,854	96,453,325	98,577,903	
2021	95,748,158	113,556,001	116,122,035		
2022	84,756,403	99,641,163			
2023	103,212,584				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.996	0.997
2013		1.006	1.030	0.973
2014	1.064	1.040	0.991	0.996
2015	1.149	1.005	1.013	1.001
2016	1.088	1.014	1.006	1.000
2017	1.059	1.022	1.019	1.013
2018	1.103	1.019	1.011	0.996
2019	1.134	1.051	1.002	1.007
2020	1.193	1.038	1.022	
2021	1.186	1.023		
2022	1.176			
Five Year Average	1.158	1.031	1.012	1.003
Three Year Average	1.185	1.037	1.012	1.005

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	1.015	1.017	1.015
27 to 63 months:	1.046	1.055	1.046
15 to 63 months:	1.211	1.250	1.188

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,710,242	8,745,025	8,529,582
2013		9,388,283	9,233,329	9,131,699	9,075,803
2014	10,165,600	9,893,426	9,686,580	9,504,738	9,431,891
2015	12,671,513	12,313,034	12,017,963	11,908,159	11,719,982
2016	14,773,364	14,167,281	13,857,930	13,645,626	13,530,714
2017	17,220,241	16,486,598	16,158,992	16,022,862	15,941,974
2018	18,815,996	17,983,729	17,660,074	17,621,975	17,555,351
2019	19,300,960	18,492,177	18,219,102	18,119,145	18,040,247
2020	18,802,044	18,053,579	17,737,511	17,779,617	
2021	23,664,792	23,699,870	23,751,646		
2022	26,543,174	25,745,607			
2023	29,382,616				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.004	0.975
2013		0.983	0.989	0.994
2014	0.973	0.979	0.981	0.992
2015	0.972	0.976	0.991	0.984
2016	0.959	0.978	0.985	0.992
2017	0.957	0.980	0.992	0.995
2018	0.956	0.982	0.998	0.996
2019	0.958	0.985	0.995	0.996
2020	0.960	0.982	1.002	
2021	1.001	1.002		
2022	0.970			
Five Year Average	0.969	0.986	0.994	0.993
Three Year Average	0.977	0.990	0.998	0.996

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	0.987	0.994	0.987
27 to 63 months:	0.973	0.984	0.973
15 to 63 months:	0.943	0.961	0.925

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNINSURED MOTORISTS

Bodily Injury

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	INCURRED LOSSES	INCURRED CLAIMS	CLAIM COST	CLAIM FREQ
12/31/2012	6,396,922	38,150,466	5,344	7,139	0.0835
12/31/2013	6,238,914	36,783,613	4,985	7,379	0.0799
12/31/2014	6,046,751	35,736,195	4,901	7,292	0.0811
12/31/2015	6,100,909	40,963,607	5,378	7,617	0.0882
12/31/2016	6,294,050	47,136,224	5,962	7,906	0.0947
12/31/2017	6,306,632	47,685,173	5,536	8,614	0.0878
12/31/2018	6,409,272	52,861,552	5,529	9,561	0.0863
12/31/2019	6,526,290	56,991,950	5,471	10,417	0.0838
12/31/2020	6,754,508	66,665,391	5,722	11,651	0.0847
12/31/2021	7,018,541	77,872,585	6,493	11,993	0.0925
12/31/2022	7,036,413	73,270,854	5,795	12,644	0.0824
12/31/2023	7,044,752	87,667,859	6,502	13,483	0.0923

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	4.9%	5.0%	98%	99%
6-points	6.5%	6.9%	99%	98%
9-points	7.7%	7.9%	99%	99%
12-points	6.5%	6.6%	97%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	1.4%	1.4%	32%	31%
6-points	1.1%	1.1%	41%	40%
9-points	-0.2%	-0.2%	-14%	-14%
12-points	0.6%	0.6%	39%	39%

[(a)] Data is voluntary and ceded business combined

[(b)] Losses are capped at the basic limit of 30/60 and developed to ultimate

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNINSURED MOTORISTS

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	INCURRED LOSSES	INCURRED CLAIMS	CLAIM COST	CLAIM FREQ
12/31/2012	6,396,922	8,936,756	7,246	1,233	0.1133
12/31/2013	6,238,914	9,924,306	7,033	1,411	0.1127
12/31/2014	6,046,751	10,128,492	6,863	1,476	0.1135
12/31/2015	6,100,909	12,185,957	7,786	1,565	0.1276
12/31/2016	6,294,050	14,703,863	9,348	1,573	0.1485
12/31/2017	6,306,632	14,877,008	9,517	1,563	0.1509
12/31/2018	6,409,272	14,749,224	9,816	1,503	0.1532
12/31/2019	6,526,290	15,319,193	9,941	1,541	0.1523
12/31/2020	6,754,508	16,136,927	8,914	1,810	0.1320
12/31/2021	7,018,541	20,454,873	10,160	2,013	0.1448
12/31/2022	7,036,413	23,783,925	10,016	2,375	0.1423
12/31/2023	7,044,752	23,682,729	9,714	2,438	0.1379

CLAIM COST

	Best Fits (for 12 month intervals)		**Correlation Coefficients**	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	10.4%	11.2%	97%	97%
6-points	10.8%	11.5%	98%	98%
9-points	6.7%	6.4%	88%	88%
12-points	5.5%	5.4%	89%	91%

FREQUENCY

	Best Fits (for 12 month intervals)		**Correlation Coefficients**	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	1.1%	1.1%	35%	36%
6-points	-1.9%	-1.8%	-61%	-59%
9-points	-0.1%	-0.1%	-5%	-3%
12-points	2.0%	2.2%	64%	66%

[(a)] Data is voluntary and ceded business combined

[(b)] Losses are capped at the basic limit of 25,000 and developed to ultimate

NORTH CAROLINA

DERIVATION OF PERMISSIBLE LOSS AND LAE RATIO
FOR UNINSURED AND UNDERINSURED MOTORISTS

	2021	2022	2023
Commission & Brokerage (a)	7.4%	7.4%	7.2%
Taxes, Licenses, Fees (a)	2.3%	2.3%	2.3%
General Administration (a)	5.6%	5.6%	5.6%
Other Acquistion Expenses (a)	7.4%	7.4%	7.4%
Profit (a)	8.0%	8.0%	8.0%
Contingencies (a)	0.0%	0.0%	0.0%
Total	0.307	0.307	0.305
Expected Loss Ratio	0.693	0.693	0.695

(a) See pages D-20-22.

NORTH CAROLINA

UNDERINSURED MOTORISTS COVERAGE

Prior to July 1, 2025, Underinsured Motorists (UIM) coverage is triggered if the policy limit of the party at fault in an accident resulting in bodily injury to an insured is less than the insured's UIM policy limit. In this event and if the policy limits of the party at fault are not enough to pay the full amount of damages to the insured, then the insured is entitled to collect up to the limit of his UIM coverage less the amount of the at fault party's policy limit.

After July 1, 2025, Underinsured Motorists (UIM) coverage is triggered if the policy limit of the party at fault in an accident resulting in bodily injury to an insured is less than the insured's damages. In this event and if the policy limits of the party at fault are not enough to pay the full amount of damages to the insured, then the insured is entitled to collect an additional amount above the at fault party’s policy limit up to the limit of his UIM coverage.

Page E-10 displays an experience review for Underinsured Motorists coverage. The experience used in this review is reflective of the UIM coverage prior to July 1, 2025.

Page E-11 displays the calculation of the proposed rates for Underinsured Motorists coverage. The proposed rates for UIM coverage have been determined by applying the indicated change derived from the experience review to the rates effective July 1, 2025, reflective of the modified UIM coverage.

The indicated required premium per exposure of $61.16, as shown on Line (16) of page E-10 represents a 41.4% increase from the current average premium per exposure of $43.25. The overall effect of applying this change to the rates by limit effective July 1, 2025 is +41.2%. See page E-11.

Page E-14 displays present and proposed Uninsured/Underinsured Motorists Bodily Injury rates.

NORTH CAROLINA
UNDERINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UIMBI) (a)	131,214,277	111,206,465	86,702,856
(2) Loss Development Factor (T/L UIMBI) (b)	1.086	1.279	1.886
(3) ULAE Factor (BI) (See page D-27)	10.8%	10.8%	10.8%
(4) Developed Losses and LAE (T/L UIMBI) [(1)x(2)x[1+(3)]]	157,888,565	157,594,240	181,181,918
(5) Avg Annual Change in Losses and LAE (See page D-9)	7.7%	7.8%	8.1%
(6) Years of Trend - Losses (c)	5.06	4.06	3.06
(7) Projected Losses and LAE (c)	229,727,862	213,855,384	229,919,854
(8) Earned Exposures (a)(e)	5,746,376	5,794,805	5,862,917
(9) Projected T/L Loss and LAE per exposure [(7)/(8)]	39.98	36.90	39.22
(10) Percentage Dividends (See page D-31)	0.30%	0.30%	0.30%
(11) Permissible Loss and LAE Ratio (See page E-8)	0.693	0.693	0.695
(12) Net T/L Premium Required per exposure [(9)/((11)-(10))]	57.94	53.48	56.68
(13) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(14) Anticipated Deviations per Exposure [[(12)/(1.0-(13))]-(12)]	5.31	4.90	5.19
(15) Required T/L Premium per exposure [((12)+(14))]	63.25	58.38	61.87
(16) Average (Weighted on exposures in line (8))		$61.16	
(17) Effective Total Limits Change (See Page E-11)		41.1%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Underinsured Motorists Bodily Injury. See page E-12.

(c) Projected losses and allocated loss adjustment expenses = $[(10) \times (1 + (11))^{(12)}]$, where (12) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents average value from 2018-2019, 2021-2023. See pre-filed testimony of P. Ericksen and P. Anderson and page D-41.

(e) UIM earned exposures are estimated to be 73.60% of Bodily Injury Liability earned exposures.

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES FOR
UNDERINSURED MOTORISTS

LIMITS	(1) % OF EARNED EXPOSURES YE 12/31/2023	(2) 12-1-2024 Eff. RATE ($)
50/100	34.69%	12
100/200	0.77%	36
100/300	47.64%	49
300/300	2.33%	71
250/500	13.39%	89
500/500	0.00%	133
500/1000	0.67%	151
1000/1000	0.52%	171
	100.00%	

(3)	AVERAGE PRESENT RATE ($) (a):	43.25
(4)	INDICATED AVERAGE RATE ($) (b):	61.16
(5)	INDICATED CHANGE [((4)/(3))-1.0]:	41.4%

LIMITS	(6) % OF EARNED EXPOSURES as of 7/1/2025*	(7) 7-1-2025 Eff. RATE ($)	(8) PROPOSED RATE ($) [(5)x(7)]	(9) PERCENT CHANGE [(8)/(7)]
50/100	51.93%	34	48	41.2%
100/200	0.56%	60	85	41.7%
100/300	35.06%	61	86	41.0%
300/300	1.71%	118	167	41.5%
250/500	9.85%	109	154	41.3%
500/500	0.00%	141	199	41.1%
500/1000	0.49%	143	202	41.3%
1000/1000	0.39%	186	263	41.4%
	100.00%			

(9)	AVERAGE PRESENT RATE ($) (c):	53.56
(10)	AVERAGE PROPOSED RATE ($) (d):	75.60
(11)	EFFECTIVE CHANGE[((10)/(9))-1.0]:	41.2%

* The exposure weights in Column (6) reflect an assumption that risks previously without UIM coverage will purchase the minimum required limits of 50/100 after 7/1/2025.

Notes:
(a) Column (2) weighted on Column (1). Column (2) represents the present rates corresponding to the pre-SB 452 UIM experience shown on page E-10.
(b) See page E-10.
(c) Column (7) weighted on Column (6). Column (6) represents the present rates corresponding to the post-SB 452 UIM coverage provisions to become effective 7-1-2025.
(d) Column (8) weighted on Column (6)

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			70,101,556	75,074,826	74,933,697
2013		65,916,109	77,927,626	80,971,235	79,597,833
2014	43,693,017	61,021,239	68,443,875	73,531,964	72,293,014
2015	49,509,530	67,578,350	78,698,144	85,580,844	85,083,473
2016	53,314,671	72,657,073	84,270,802	90,022,478	91,902,232
2017	51,881,053	78,772,635	91,623,289	97,933,289	98,697,727
2018	53,460,556	80,831,454	96,388,534	104,044,660	104,134,213
2019	60,670,672	91,472,702	108,759,255	116,729,140	119,860,736
2020	61,737,275	90,291,532	105,374,933	114,635,287	
2021	79,519,235	120,860,681	142,384,787		
2022	75,494,436	114,075,617			
2023	87,152,384				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.071	0.998
2013		1.182	1.039	0.983
2014	1.397	1.122	1.074	0.983
2015	1.365	1.165	1.087	0.994
2016	1.363	1.160	1.068	1.021
2017	1.518	1.163	1.069	1.008
2018	1.512	1.192	1.079	1.001
2019	1.508	1.189	1.073	1.027
2020	1.463	1.167	1.088	
2021	1.520	1.178		
2022	1.511			
Five Year Average	1.503	1.178	1.075	1.010
Three Year Average	1.498	1.178	1.080	1.012

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	1.086	1.093	1.086
27 to 63 months:	1.279	1.288	1.279
15 to 63 months:	1.922	1.929	1.886

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNDERINSURED MOTORISTS

Bodily Injury

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	INCURRED LOSSES	INCURRED CLAIMS	CLAIM COST	CLAIM FREQ
12/31/2012	4,926,951	80,836,813	1,688	47,889	0.0343
12/31/2013	4,839,404	91,334,579	1,786	51,139	0.0369
12/31/2014	4,618,201	79,949,170	1,704	46,919	0.0369
12/31/2015	4,526,521	91,994,184	1,860	49,459	0.0411
12/31/2016	4,850,954	99,189,690	2,177	45,563	0.0449
12/31/2017	4,800,735	103,051,321	2,214	46,545	0.0461
12/31/2018	4,680,826	108,790,945	2,422	44,918	0.0517
12/31/2019	4,817,122	121,132,544	2,496	48,531	0.0518
12/31/2020	4,972,591	116,972,961	2,393	48,881	0.0481
12/31/2021	5,165,657	158,316,061	3,003	52,719	0.0581
12/31/2022	5,178,766	157,025,308	3,044	51,585	0.0588
12/31/2023	5,184,792	178,892,616	3,630	49,282	0.0700

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	0.0%	0.0%	0%	1%
6-points	2.0%	2.1%	69%	69%
9-points	1.2%	1.2%	59%	59%
12-points	0.5%	0.5%	34%	33%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	12.7%	12.0%	96%	96%
6-points	6.6%	6.1%	84%	83%
9-points	6.2%	5.7%	92%	93%
12-points	5.8%	6.0%	96%	97%

[a] Data is voluntary and ceded business combined

[b] Losses are developed to ultimate

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PRESENT AND PROPOSED RATES FOR
UNINSURED AND UNDERINSURED MOTORISTS COVERAGE

Uninsured/Underinsured Motorists Bodily Injury

Limit	Present Single Vehicle Policy Rate ($) (a)	Proposed Single Vehicle Policy Rate ($) (a)	Proposed Multi-Vehicle Policy Rate ($) (b)
50/100	55	79	195
100/200	84	121	299
100/300	87	125	309
250/500	142	203	501
300/300	150	215	531
500/500	175	250	618
500/1000	181	259	640
1000/1000	226	323	798

Uninsured Motorists Property Damage

Limit	Present Single Vehicle Policy Rate ($) (a)	Proposed Single Vehicle Policy Rate ($) (a)	Proposed Multi-Vehicle Policy Rate ($) (b)
50	3	4	10
100	4	6	15
250	6	9	22
500	8	12	30
750	10	15	37
1,000	11	16	40

(a) See pages E-3, E-13.

(b) Filed multi-vehicle policy rates are calculated by multiplying the filed single vehicle policy rates by a factor of 2.47, which is the estimated average number of vehicles per multi-vehicle policy in North Carolina. This factor was determined from the 2010 U.S. census data on the number of vehicles available per household.

SECTION F

MOTORCYCLE REVIEW

NORTH CAROLINA
RATE LEVEL SUMMARY
MOTORCYCLE INSURANCE

	EARNED PREMIUMS AT PRESENT RATES*	INDICATED AND FILED RATE LEVEL CHANGE
Liability	78,428	-9.1%

* (000's omitted)

NORTH CAROLINA

MOTORCYCLE INSURANCE
LIABILITY COVERAGE

STATEWIDE RATE REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Earned Premiums at Present Rates (a)	$63,127,794	$67,153,399	$68,846,061
(2) Incurred Losses and ALAE (a)	26,004,525	24,619,472	32,244,580
(3) Unallocated Loss Adjustment Expense Factor (b)	0.099	0.099	0.099
(4) Unallocated Loss Adjustment Expense [(2) x (3)]	2,574,448	2,437,328	3,192,213
(5) General & Other Acquisition Expenses (c)	8,984,895	9,816,496	10,278,857
(6) Average Annual Change in Losses and ALAE (See page F-5)	7.0%	7.1%	6.8%
(7) Average Annual Change in Expense Costs (See page D-8)	4.0%	4.0%	4.0%
(8) Projected Losses and ALAE (d)	36,614,371	32,522,323	39,435,121
(9) Projected Unallocated LAE (e)	3,140,827	2,858,986	3,600,816
(10) Projected General & Other Acquisition Expenses (f)	10,826,798	11,367,502	11,450,647
(11) Projected Losses, LAE and G & OA Expenses [(8)+(9)+(10)]	50,581,996	46,748,811	54,486,584
(12) Projected Loss, LAE and G & OA Expense Ratio [(11)/(1)]	0.801	0.696	0.791
(13) Permissible Loss, LAE and G & OA Expense Ratio (See page F-4)	0.842	0.834	0.834
(14) Percentage Net Deviations (g)	0.21%	0.21%	0.21%
(15) Indicated Rate Level Change [(12)/((13)+(14))] - 1.0	-5.1%	-16.8%	-5.4%
(16) Final rate level change (weighted by premium from Line (1))		-9.1%	

NORTH CAROLINA
MOTORCYCLE REVIEW

STATEWIDE RATE REVIEW

Notes

(a) Based on the statistical plan data reported by member companies. Losses are developed to ultimate.

(b) Based on the average ratio of unallocated loss adjustment expenses to losses and allocated loss adjustment expenses for 2019, 2021-2023. See pages F-7, F-8.

(c) The general expenses and other acquisition expenses allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages F-7, F-8.

(d) Projected Losses and ALAE = $[(2) \times (1 + (6))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(e) Projected Unallocated Loss Adjustment Expenses = $[((4) \times (1 + (7))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(f) Projected General and Other Acquisition Expenses = $[(5) \times (1 + (7))^{n}]$, where

n = The number of years of projection to the average date of writing, 4/1/2026 (2021=4.75, 2022=3.75, 2023=2.75).

(g) Selected value representing the average net deviation from 2018-2019, 2021-2023. Net Deviations reflect upward and downward adjustments to manual premiums. See page F-9.

NORTH CAROLINA
MOTORCYCLE REVIEW

DETERMINATION OF EXPECTED LOSS, LAE and FIXED EXPENSE RATIO

	Liability		
	2021	2022	2023
Commission and Brokerage Expense (a)	0.055	0.063	0.063
Taxes, etc. to Written Premium	0.023	0.023	0.023
Profit	0.080	0.080	0.080
Contingencies	0.000	0.000	0.000
Total	0.158	0.166	0.166
Losses, LAE, General Administration Expenses and Other Acquisition Expenses	0.842	0.834	0.834

(a) For Liability Commission and Brokerage, the voluntary portion of the ratio is determined using the voluntary/ceded premium distribution and an assumed 10.0% ceded ratio to premiums at collected level. The provision for voluntary business is found by solving the following expression for V:
0.10 x (percent ceded written premium) + V x (percent voluntary written premium) = overall Commission and Brokerage provision.

The average overall Commission and Brokerage ratio for 2019, 2021-2023 is used for all years.

NORTH CAROLINA

Motorcycle Insurance

Calculation of Loss Trend Factors

	Cov	Auto Trend(a)	Total Limits Dev. Losses	Weighted Trend
2023	BI	1.045	7,758,500	
	PD	1.065	5,743,331	
	MP	1.025	408,654	
	UMBI	1.076	5,763,171	
	UMPD	1.115	293,466	
	UIMBI	1.081	12,277,458	
			32,244,580	1.068
2022	BI	1.048	5,566,887	
	PD	1.083	4,595,322	
	MP	1.023	303,900	
	UMBI	1.075	4,786,400	
	UMPD	1.115	148,797	
	UIMBI	1.078	9,218,166	
			24,619,472	1.071
2021	BI	1.049	7,573,991	
	PD	1.093	4,304,531	
	MP	1.021	330,471	
	UMBI	1.074	5,455,845	
	UMPD	1.115	191,001	
	UIMBI	1.077	8,148,686	
			26,004,525	1.070

(a) See page D-9. BI trend is on a total limits basis.

NORTH CAROLINA
MOTORCYCLE INSURANCE

CALCULATION OF RATE RELATIVITIES

Private Passenger

COVERAGE	TOTAL LIMITS PREMIUM WEIGHT	FILED CHANGE
Bodily Injury	$2,031,347	13.1%
Property Damage	$2,206,408	26.7%
(1) Liability Total	4,237,755	20.2%
(2) Medical Payments		0.4%

Motorcycles	FILED CHANGE
(3) Liability	-9.1%
(4) Motorcycle Liability factor = [(1.0 + (3)) / (1.0 + (1))]	0.756
(5) Motorcycle Med Pay factor = [(1.0 + (3)) / (1.0 + (2))]	0.905

Liability Relativities

Engine Size (cc)	(6) Present	(7) (6) x (4) Revised
0-499	10%	8%
500-1249	17%	13%
1250-1499	25%	19%
1500-up	32%	24%

Medical Payments Relativities	(8) Present	(9) (8) x (5) Revised
All Engine Sizes	35%	32%

NORTH CAROLINA
MOTORCYCLE INSURANCE
SUMMARY OF LIABILITY EXPENSE EXPERIENCE - VOLUNTARY AND CEDED BUSINESS

	2019	2020	2021	2022	2023
Premiums Written at Manual Level	$43,441,438	$48,831,661	$52,069,600	$48,210,148	$47,513,627
Premiums Earned at Manual Level	43,140,063	47,701,673	50,941,800	48,386,097	46,293,600
Premiums Written (Actual Level)	39,896,881	43,053,840	45,323,448	43,730,077	43,259,301
Premiums Earned (Actual Level)	39,817,115	42,160,590	44,207,070	42,919,321	42,278,085
Commission & Brokerage	2,827,921	3,112,123	3,690,405	3,049,394	3,100,530
Other Acquisition	4,545,069	4,838,689	4,666,423	4,133,556	3,669,092
General Expenses	3,379,880	3,984,162	3,619,740	3,351,987	3,199,468
Taxes, Licenses, and Fees	749,349	821,008	1,045,222	967,332	1,223,002
Losses Incurred	15,172,984	19,677,307	17,044,610	18,727,176	27,597,749
Allocated Loss Adjustment Exp.	330,335	235,971	124,109	254,143	559,234
Unallocated Loss Adjustment Exp.	1,605,314	2,058,373	1,963,834	1,632,687	2,560,977
		COMBINED RATIOS			
Commission & Brokerage to Written Premium (a)	.071	.072	.081	.070	.072
Other Acquisition to Earned Premium (a)	.114	.115	.106	.096	.087
General Expenses to Earned Premium (a)	.085	.094	.082	.078	.076
Taxes, Licenses, etc. to Written Premium (a)	.019	.019	.023	.022	.028
Unallocated Loss Adjustment Expenses to Losses + Allocated	.104	.103	.114	.086	.091

Notes:
(a) Ratios are to premiums at actual level.

Source: North Carolina Rate Bureau Expense Call

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

Calendar Years

	2019	2020	2021	2022	2023	average	average excl. 2020
Motorcycle Liability							
Commission & Brokerage	7.1	7.2	8.1	7.0	7.2	7.3	7.4
Other Acquisition	11.4	11.5	10.6	9.6	8.7	10.4	10.1
General Expenses	8.5	9.4	8.2	7.8	7.6	8.3	8.0
Taxes	1.9	1.9	2.3	2.2	2.8	2.2	2.3
ULAE	10.4	10.3	11.4	8.6	9.1	10.0	9.9

C&B, OA, GE, and Taxes are ratios to actual premiums.
ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excl. 2020
Other Acquisition	10.5	10.1	9.2	8.5	7.9	9.2	9.0
General Expenses	7.8	8.4	7.1	6.9	6.9	7.4	7.2

C&B, OA, GE, and Taxes are ratios to manual premiums.

North Carolina Motorcycle Total Deviations

Liability

Year Ended	(1) Reported EP	(2) Deviation % from RB Manual Rates	(3) Premium at Rate Bureau Rates (1) / (2)	(4) Clean Risk Recoup %	(5) Recoupment Amount (A)	(6) Total Revenue (1)+(5)	(7) Difference (B) (6)-(3)	(8) Pct Difference (7) / (3)
12/31/2018								
Vol	16,689,035	0.85176	19,593,589	6.27%	1,228,518			
Clean Risk Ceded	14,532,661	1.00000	14,532,661	6.27%	911,198			
OTC Ceded	3,364,705	1.37600	2,445,280	6.27%	210,967			
Total	34,586,401	Total	36,571,530		2,350,683	36,937,084	365,554	1.00%
12/31/2019								
Vol	15,952,069	0.85880	18,574,836	6.75%	1,253,801			
Clean Risk Ceded	14,911,885	1.00000	14,911,885	6.75%	1,006,552			
OTC Ceded	3,774,688	1.37700	2,741,240	6.75%	254,791			
Total	34,638,642	Total	36,227,961		2,515,144	37,153,786	925,825	2.56%
12/31/2020								
Vol	16,770,897	0.79241	21,164,524	4.63%	979,917			
Clean Risk Ceded	16,459,859	1.00000	16,459,859	4.63%	762,091			
OTC Ceded	3,443,235	1.15700	2,976,003	4.63%	159,422			
Total	36,673,991	Total	40,600,386		1,901,430	38,575,421	(2,024,965)	-4.99%
12/31/2021								
Vol	22,401,400	0.80893	27,692,567	6.12%	1,694,785			
Clean Risk Ceded	13,471,503	1.00000	13,471,503	6.12%	824,456			
OTC Ceded	2,857,592	1.20790	2,365,752	6.12%	174,885			
Total	38,730,495	Total	43,529,822		2,694,126	41,424,621	(2,105,201)	-4.84%
12/31/2022								
Vol	29,452,025	0.86163	34,181,633	7.67%	2,621,731			
Clean Risk Ceded	9,703,154	1.00000	9,703,154	7.67%	744,232			
OTC Ceded	2,689,124	1.30320	2,063,478	7.67%	206,256			
Total	41,844,303	Total	45,948,265		3,572,219	45,416,522	(531,743)	-1.16%
12/31/2023								
Vol	30,887,184	0.89326	34,578,208	9.45%	3,267,641			
Clean Risk Ceded	10,022,688	1.00000	10,022,688	9.45%	947,144			
OTC Ceded	2,761,353	1.44170	1,915,345	9.45%	260,948			
Total	43,671,225	Total	46,516,241		4,475,733	48,146,958	1,630,717	3.51%

6-year Average = -0.65%

2018-2019, 2021-2023 5-year Average = 0.21%

(A) Voluntary = (3) x (4)
clean risk = (3) x (4)
other than clean risk = (1) x (4)

(B) Column (7) represents the difference between the revenue generated through premiums collected and clean risk recoupment surcharges and the premium that would be collected if all risks were charged Rate Bureau rates.

SECTION G

INCREASED LIMITS REVIEW

NORTH CAROLINA

Increased limits Revision

This filing does not propose a change to the increased limits factors for Bodily Injury or Property Damage. The review of experience for Bodily Injury and Property Damage are contained on pages G-2-3.

The Bodily Injury total limits indication of -2.8%, determined on page G-2, is applied to the basic limits rates.

The Property Damage total limits indication of -4.3%, determined on page G-3, is applied to the basic limits rates.

Pages G-4-5 display the calculation of the average increased limits factors for Bodily Injury and Property Damage on a 30/60/25 basis for use in the determination of the uniform indications shown on pages G-2-3, and for use in the determination of the premium weights shown on page A-1. To derive the anticipated premium weights, it has been assumed that risks currently purchasing limits below the minimum limits to become effective on July 1, 2025 will purchase the new minimum limits after that date.

Page G-6 displays the calculation of the Medical Payments average increased limits factor. This factor is used in the determination of the distributional adjustment factor on page C-21 and in the determination of the premium weights shown on page A-1.

NORTH CAROLINA
REVIEW OF BODILY INJURY INCREASED LIMITS

Voluntary and Ceded Business	12/31/2021	12/31/2022	12/31/2023	3 Years Combined	
(1) Basic limits losses (a)(b)	771,244,193	756,217,421	732,526,355	2,259,987,969	
(2) Basic limits loss dev. factor (See page D-14)	1.018	1.054	1.176		
(3) Basic limits claim cost trend (See page D-9) (d)	3.5%	3.5%	3.5%		
(4) Years of trend (See page C-2)	5.06	4.06	3.06		
(5) Basic limits trend factor [1+(3)]^(4)	1.190	1.150	1.111		
(6) Basic limits losses, trended and developed (1)x(2)x(5)	934,300,640	916,611,136	957,072,054	2,807,983,830	
(7) Total limits losses (b)	951,639,447	933,830,805	873,750,470	2,759,220,722	
(8) Total limits loss dev. factor (See RB2, page 166)	1.023	1.076	1.242		
(9) Total limits claim cost trend (See page D-9) (d)	3.7%	3.6%	3.5%		
(10) Years of trend (See page C-2)	5.06	4.06	3.06		
(11) Total limits trend factor [1+(9)]^(10)	1.202	1.154	1.111		
(12) Total limits losses, trended and developed (7)x(8)x(11)	1,170,179,639	1,159,541,446	1,205,655,071	3,535,376,156	
(13) Indicated average ilf (12)/(6)	1.252	1.265	1.260	1.259	
(14) Average increased limits factor (See page G-4)	1.291	1.296	1.298	1.295	(c)
(15) Indicated change to excess limits increments {[(13)-1]/[(14)-1]}-1				-12.2%	
(16) Indicated total limits change {(13)/(14)}-1				-2.8%	

(a) Basic limits are 30/60.
(b) Based on the statistical plan data reported by member companies.
(c) Three year average
(d) Annualized trend factor incorporating selected historical and prospective claim cost trend factors.

NORTH CAROLINA
REVIEW OF PROPERTY DAMAGE INCREASED LIMITS

Voluntary and Ceded Business	12/31/2021	12/31/2022	12/31/2023	3 Years Combined
(1) Basic limits losses (a)(b)	1,057,762,895	1,203,804,210	1,208,609,901	3,470,177,006
(2) Basic limits loss dev. factor (See page D-15)	1.006	1.012	1.070	
(3) Basic limits losses, developed (1)x(2)	1,064,109,472	1,218,249,861	1,293,212,594	3,575,571,927
(4) Total limits losses (b)	1,087,706,264	1,247,879,009	1,249,409,880	3,584,995,153
(5) Total limits loss dev. factor (See RB2, page 167)	1.007	1.013	1.073	
(6) Total limits losses, developed (4)x(5)	1,095,320,208	1,264,101,436	1,340,616,801	3,700,038,445
(7) Indicated average increased limits factor (6) / (3)	1.029	1.038	1.037	1.035
(8) Average increased limits factor (See page G-5)	1.079	1.081	1.082	1.081 (c)
(9) Indicated change to excess limits increments {[(7)-1]/[(8)-1]}-1				-56.8%
(10) Indicated total limits change {(7)/(8)}-1				-4.3%

(a) Basic limits are $25,000.

(b) Based on the statistical plan data reported by member companies.

(c) Three year average

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF AVERAGE INCREASED LIMITS FACTORS

Year Ending 12/31/2023
Voluntary and Ceded Bodily Injury - 30/60 base

Limit Of Liability	(1) Written Premium	(2) Prior* ILF	(3) 30/60 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
30/60	420,724,462	1.000	420,724,462	1.00	420,724,462
50/100	334,353,719	1.184	282,393,344	1.21	341,695,946
100/100	2,111,833	1.317	1,603,518	1.43	2,293,031
100/200	4,471,698	1.398	3,198,639	1.49	4,765,972
100/300	458,762,747	1.408	325,825,815	1.51	491,996,981
250/500	158,567,071	1.674	94,723,459	1.93	182,816,276
300/300	32,957,121	1.633	20,181,948	1.98	39,960,257
500/500	5,313,103	1.776	2,991,612	2.26	6,761,043
500/1000	1,577,514	1.868	844,494	2.30	1,942,336
1000/1000	3,783,787	1.980	1,911,003	2.63	5,025,938
1000/2000	145,741	2.042	71,372	2.66	189,850
All Other	5,363,074	1.232	4,353,144	1.298	5,650,381
	1,428,131,870	1.232	1,158,822,810	1.298	1,503,822,473

Year Ending 12/31/2022
Voluntary and Ceded Bodily Injury - 30/60 base

Limit Of Liability	(1) Written Premium	(2) Prior ILF	(3) 30/60 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
30/60	406,343,268	1.00	406,343,268	1.00	406,343,268
50/100	323,931,835	1.18	274,518,504	1.21	332,167,390
100/100	2,042,499	1.31	1,559,160	1.43	2,229,599
100/200	4,250,929	1.39	3,058,222	1.49	4,556,751
100/300	430,936,736	1.40	307,811,954	1.51	464,796,051
250/500	148,751,159	1.66	89,609,132	1.93	172,945,625
300/300	33,104,776	1.62	20,435,047	1.98	40,461,393
500/500	5,017,646	1.76	2,850,935	2.26	6,443,113
500/1000	1,719,144	1.85	929,267	2.30	2,137,314
1000/1000	3,201,769	1.96	1,633,556	2.63	4,296,252
1000/2000	169,677	2.02	83,999	2.66	223,437
All Other	4,825,651	1.226	3,936,094	1.295	5,097,242
	1,364,295,089	1.226	1,112,769,138	1.296	1,441,697,435

Year Ending 12/31/2021
Voluntary and Ceded Bodily Injury - 30/60 base

Limit Of Liability	(1) Written Premium	(2) Prior ILF	(3) 30/60 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
30/60	398,306,999	1.00	398,306,999	1.00	398,306,999
50/100	312,897,175	1.18	265,167,097	1.21	320,852,187
100/100	1,733,567	1.31	1,323,334	1.43	1,892,368
100/200	3,556,855	1.39	2,558,888	1.49	3,812,743
100/300	413,607,783	1.40	295,434,131	1.51	446,105,538
250/500	137,114,351	1.66	82,599,007	1.93	159,416,084
300/300	32,105,077	1.62	19,817,949	1.98	39,239,539
500/500	4,580,886	1.76	2,602,776	2.26	5,882,274
500/1000	1,709,018	1.85	923,794	2.30	2,124,726
1000/1000	2,876,231	1.96	1,467,465	2.63	3,859,433
1000/2000	160,681	2.02	79,545	2.66	211,590
All Other	4,518,037	1.223	3,694,225	1.291	4,769,244
	1,313,166,660	1.223	1,073,975,210	1.291	1,386,472,725

* Prior ILF for 2023 represents a weighted average of the factors effective 12/1/2023 and those effective previously.
^ Revised ILF represent those effective 7/1/2025, indexed to a 30/60 base limit.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF AVERAGE INCREASED LIMITS FACTORS

Year Ending 12/31/2023
Voluntary and Ceded Property Damage - $25,000 base

Limit Of Liability	(1) Written Premium	(2) Prior* ILF	(3) $25,000 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
25,000	470,222,030	1.000	470,222,030	1.000	470,222,030
35,000	394,836	1.005	392,872	1.046	410,944
50,000	627,571,726	1.011	620,743,547	1.091	677,231,210
100,000	422,114,387	1.032	409,025,569	1.159	474,060,634
250,000	11,401,099	1.062	10,735,498	1.204	12,925,540
300,000	423,059	1.075	393,543	1.212	476,974
500,000	5,518,107	1.119	4,931,284	1.240	6,114,792
750,000	6,621	1.161	5,703	1.265	7,214
1,000,000	548,822	1.212	452,823	1.283	580,972
All Other	1,173,160	1.014	1,156,963	1.082	1,251,834
	1,539,373,847	1.014	1,518,059,832	1.082	1,643,282,144

Year Ending 12/31/2022
Voluntary and Ceded Property Damage - $25,000 base

Limit Of Liability	(1) Written Premium	(2) Prior ILF	(3) $25,000 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
25,000	449,433,844	1.000	449,433,844	1.000	449,433,844
35,000	455,629	1.005	453,362	1.046	474,217
50,000	600,600,612	1.010	594,654,071	1.091	648,767,591
100,000	384,333,844	1.030	373,139,654	1.159	432,468,859
250,000	9,847,630	1.059	9,298,990	1.204	11,195,984
300,000	386,986	1.071	361,331	1.212	437,933
500,000	4,726,311	1.113	4,246,461	1.240	5,265,612
750,000	5,903	1.153	5,120	1.265	6,477
1,000,000	486,865	1.202	405,046	1.283	519,674
All Other	1,170,824	1.013	1,155,799	1.081	1,249,419
	1,451,448,448	1.013	1,433,153,678	1.081	1,549,819,610

Year Ending 12/31/2021
Voluntary and Ceded Property Damage - $25,000 base

Limit Of Liability	(1) Written Premium	(2) Prior ILF	(3) $25,000 Premium	(4) Revised^ ILF	(5) (3)x(4) T/L Premium
25,000	442,887,043	1.000	442,887,043	1.000	442,887,043
35,000	479,234	1.005	476,850	1.046	498,785
50,000	577,382,779	1.010	571,666,118	1.091	623,687,735
100,000	348,179,117	1.030	338,037,978	1.159	391,786,017
250,000	8,467,880	1.059	7,996,110	1.204	9,627,316
300,000	380,743	1.071	355,502	1.212	430,868
500,000	4,150,354	1.113	3,728,979	1.240	4,623,934
750,000	5,805	1.153	5,035	1.265	6,369
1,000,000	460,082	1.202	382,764	1.283	491,086
All Other	992,310	1.012	980,543	1.079	1,058,006
	1,383,385,347	1.012	1,366,516,922	1.079	1,475,097,159

* Prior ILF for 2023 represents a weighted average of the factors effective 12/1/2023 and those effective previously.
^ Revised ILF represent those effective 7/1/2025, indexed to a $25,000 base limit.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
CALCULATION OF AVERAGE INCREASED LIMITS FACTORS
MEDICAL PAYMENTS

Year Ending 12/31/2023
Voluntary and Ceded Medical Payments - $500 Base

Limit	(1) Written Premium	(2) Prior ILF	(3) (1)/(2) B/L Premium	(4) Current ILF	(5) (3)x(4) T/L Premium
$500	2,965,244	1.00	2,965,244	1.00	2,965,244
750	105,119	1.45	72,496	1.45	105,119
1,000	34,765,676	1.83	18,997,637	1.83	34,765,676
2,000	45,561,440	2.98	15,289,074	2.98	45,561,441
3,000	518,462	3.73	138,998	3.73	518,463
5,000	29,651,333	4.62	6,418,037	4.62	29,651,331
10,000	5,061,679	5.74	881,826	5.74	5,061,681
25,000	516,325	7.25	71,217	7.25	516,323
50,000	433,048	8.38	51,676	8.38	433,045
75,000	38,734	8.89	4,357	8.89	38,734
100,000	165,468	9.12	18,143	9.12	165,464
All Other	6,889,633	2.667	2,583,289	2.667	6,889,632
Total	126,672,161	2.667	47,491,994	2.667	126,672,153

Year Ending 12/31/2022
Voluntary and Ceded Medical Payments - $500 Base

Limit	(1) Written Premium	(2) Prior ILF	(3) (1)/(2) B/L Premium	(4) Current ILF	(5) (3)x(4) T/L Premium
$500	2,830,951	1.00	2,830,951	1.00	2,830,951
750	103,635	1.45	71,472	1.45	103,634
1,000	35,037,029	1.83	19,145,917	1.83	35,037,028
2,000	45,411,854	2.98	15,238,877	2.98	45,411,853
3,000	596,781	3.73	159,995	3.73	596,781
5,000	29,079,979	4.62	6,294,368	4.62	29,079,980
10,000	5,338,246	5.74	930,008	5.74	5,338,246
25,000	541,264	7.25	74,657	7.25	541,263
50,000	483,672	8.38	57,717	8.38	483,668
75,000	48,389	8.89	5,443	8.89	48,388
100,000	166,303	9.12	18,235	9.12	166,303
All Other	7,497,669	2.669	2,809,168	2.669	7,497,669
Total	127,135,772	2.669	47,636,808	2.669	127,135,764

Year Ending 12/31/2021
Voluntary and Ceded Medical Payments - $500 Base

Limit	(1) Written Premium	(2) Prior* ILF	(3) (1)/(2) B/L Premium	(4) Current ILF	(5) (3)x(4) T/L Premium
$500	3,360,281	1.000	3,360,281	1.00	3,360,281
750	115,579	1.360	84,985	1.45	123,228
1,000	38,292,491	1.658	23,095,592	1.83	42,264,933
2,000	45,711,755	2.500	18,284,702	2.98	54,488,412
3,000	576,485	3.025	190,574	3.73	710,841
5,000	28,122,311	3.690	7,621,222	4.62	35,210,046
10,000	5,043,198	4.330	1,164,711	5.74	6,685,441
25,000	473,660	5.210	90,914	7.25	659,127
50,000	492,904	5.943	82,939	8.38	695,029
75,000	45,190	6.265	7,213	8.89	64,124
100,000	145,035	6.405	22,644	9.12	206,513
All Other	6,666,112	2.266	2,941,797	2.675	7,869,307
Total	129,045,001	2.266	56,947,574	2.675	152,337,282

* Prior ILF for 2021 represents a weighted average of the factors effective 10/1/2021 and those effective previously.

SECTION H

DEDUCTIBLE RELATIVITIES REVIEW

NORTH CAROLINA

REVIEW OF DEDUCTIBLE RELATIVITIES

Page H-2 displays a review of indicated deductible loss relativities based on North Carolina size of loss distributions for calendar accident years ended December 31, 2021, 2022, and 2023.

These relativities were calculated based on the losses eliminated in moving from a lower to higher deductible. The distributions which underlie these relativities were adjusted to reflect the expected size of loss distributions that will exist on the average date of accident under the proposed rates (7/21/26).

Because the effect of increasing deductibles will not change the fixed expenses, the following formula has been utilized in developing an indicated rate relativity for each deductible that approximately reflects such expenses that do not vary with premium:

$$R = \frac{(Ld + F)}{(1 - V)}$$

where R = indicated relativity
L = provision for loss and loss adjustment expense in the proposed rates (page H-4)
d = loss relativity (page H-2)
F = provision in proposed rates for fixed expenses (page H-4)
V = provision in proposed rates for expenses that vary with premium (page H-4)

Using this formula, which is based on Robert Hurley's "Commercial Fire Insurance Ratemaking" contained in the 1973 CAS Proceedings, and the indicated loss relativities on page H-2, the indicated rate relativities have been calculated and displayed on page H-3.

Page H-4 contains the calculation of L, F, and V.

Page H-5 contains a summary of the current and proposed deductible relativities. Changes to various Comprehensive and Collision deductible relativities have been proposed. Proposed relativities are equal to the indicated values, rounded to two decimals*.

Page H-6 contains the calculation of the deductible relativity offsets.

Pages H-7 to H-24 contains the calculation of the indicated loss relativities based on the size of loss distributions for 2021-2023 for Full Coverage, $100 Deductible, and $250 Deductible Comprehensive coverage and for $50 Deductible, $100 Deductible and $250 Deductible Collision coverage.

*For $250 Deductible Collision and $500 Deductible Collision, the proposed relativities were selected to adhere to the consistency test across deductible values.

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED LOSS RELATIVITIES

COMPREHENSIVE	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
Full Coverage	1.000			1.000			1.000		
$ 50 Deductible	0.980			0.980			0.981		
$ 100 Deductible	0.959			0.961			0.961		
$ 250 Deductible	0.904	0.901		0.908	0.906		0.909	0.905	
$ 500 Deductible	0.818	0.817	0.800	0.825	0.826	0.814	0.828	0.826	0.814
$1000 Deductible	0.689	0.691	0.665	0.699	0.707	0.686	0.705	0.705	0.682

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
$ 50 Deductible	1.011			1.010			1.010		
$ 100 Deductible	1.000	1.000		1.000	1.000		1.000	1.000	
$ 200 Deductible	0.979	0.981		0.980	0.983		0.980	0.981	
$ 250 Deductible	0.968	0.972		0.971	0.974		0.970	0.972	
$ 500 Deductible	0.916	0.926	0.928	0.924	0.932	0.934	0.922	0.928	0.931
$1000 Deductible	0.819	0.839	0.848	0.835	0.852	0.860	0.832	0.843	0.854

(A) Based on calendar/accident year $50 Deductible Collision claim size distribution rebased to $100 Deductible level.
(B) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(C) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED RATE RELATIVITIES

COMPREHENSIVE	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
Full Coverage	1.00	1.000			1.000			1.000			1.000
$ 50 Deductible	0.96	0.982			0.982			0.983			0.982
$ 100 Deductible	0.93	0.963			0.965			0.965			0.964
$ 250 Deductible	0.84	0.913	0.910		0.916	0.915		0.917	0.914		0.914
$ 500 Deductible	0.70	0.835	0.834	0.818	0.841	0.842	0.831	0.844	0.842	0.831	0.835
$1000 Deductible	0.58	0.717	0.719	0.695	0.726	0.734	0.715	0.732	0.732	0.711	0.720

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
$ 50 Deductible	1.02	1.009			1.009			1.009			1.009
$ 100 Deductible	1.00	1.000	1.000		1.000	1.000		1.000	1.000		1.000
$ 200 Deductible	0.97	0.982	0.984		0.983	0.986		0.983	0.984		0.984
$ 250 Deductible	0.96	0.973	0.976		0.975	0.978		0.974	0.976		0.975
$ 500 Deductible	0.91	0.928	0.937	0.939	0.935	0.942	0.944	0.934	0.939	0.941	0.938
$1000 Deductible	0.81	0.846	0.863	0.871	0.859	0.874	0.881	0.857	0.866	0.876	0.866

(A) Based on calendar/accident year $50 Deductible Collision claim size distribution rebased to $100 Deductible level.
(B) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(C) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

I. Calculation of Projected Loss Ratio (L)

	Comprehensive	Collision
(1) Projected loss and loss adjustment expenses per exposure (pages C-7, C-9, C-11 line 15) weighted average	215.46	348.27
(2) Projected general and other acquisition expenses per exposure (pages C-7, C-9, C-11 line 17) weighted average	21.68	60.87
(3) Projected premium [(1)+(2)]/[1-V]	295.69	510.15
(4) Projected loss ratio (L) (1)/(3)	0.729	0.683

II. Calculation of Fixed Expense Percentage (F)

	Comprehensive	Collision
(1) Projected general and other acquisition expenses per exposure [(2) above]	21.68	60.87
(2) Projected premium [(3) above]	295.69	510.15
(3) Fixed expense percentage (F) (1)/(2)	0.073	0.119

III. Calculation of Variable Expense Percentage (V)

(1) Commission and Brokerage	8.0%
(2) Contingencies	0.0%
(3) Profit	9.5%
(4) Taxes, Licenses and Fees	2.3%
(5) Total (1)+(2)+(3)+(4)	19.8%

NORTH CAROLINA
PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

PHYSICAL DAMAGE DEDUCTIBLE RELATIVITIES

	Current Relativity	Average Indicated Relativity	Proposed Relativity
COMPREHENSIVE			
Full Coverage	1.00	1.000	1.00
$ 50 Deductible	0.96	0.982	0.98
$ 100 Deductible	0.93	0.964	0.96
$ 250 Deductible	0.84	0.914	0.91
$ 500 Deductible	0.70	0.835	0.84
$1000 Deductible	0.58	0.720	0.72
COLLISION			
$ 50 Deductible	1.02	1.009	1.01
$ 100 Deductible	1.00	1.000	1.00
$ 200 Deductible	0.97	0.984	0.98
$ 250 Deductible	0.96	0.975	0.97 *
$ 500 Deductible	0.91	0.938	0.93 *
$1000 Deductible	0.81	0.866	0.87

* Factors were selected to maintain consistency across deductibles.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

Deductible Relativity Offset Calculation

Comprehensive

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
Full Cov	325,816,582	1.00	1.00	325,816,582	
$50 Ded	31,742,248	0.96	0.98	32,403,545	
$100 Ded	259,333,418	0.93	0.96	267,699,012	
$250 Ded	168,521,302	0.84	0.91	182,564,744	
$500 Ded	411,764,050	0.70	0.84	494,116,860	
$1000 Ded	94,599,303	0.58	0.72	117,433,618	
	1,291,776,903			1,420,034,361	0.910

Collision

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
$50 Ded	28,987,764	1.02	1.01	28,703,570	
$100 Ded	97,847,558	1.00	1.00	97,847,558	
$200 Ded	16,557,933	0.97	0.98	16,728,633	
$250 Ded	683,780,116	0.96	0.97	690,902,826	
$500 Ded	2,165,324,403	0.91	0.93	2,212,913,950	
$1000 Ded	448,591,484	0.81	0.87	481,820,483	
	3,441,089,258			3,528,917,020	0.975

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2021					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.856	1.856	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	26153	164334	1767025	3936935	21915625
(5)	Total trended ground up losses	203850636	203850636	203850636	203850636	203850636
(6)	Total claims	82992	82992	82992	82992	82992
(7)	Claims greater than D after trend	82504	81847	71239	66204	41403
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4151353	8349034	19576775	37038935	63318625
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.041	0.096	0.182	0.311
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.959	0.904	0.818	0.689

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2022					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.642	1.642	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	20965	268095	1375791	4027005	21009691
(5)	Total trended ground up losses	207693909	207693909	207693909	207693909	207693909
(6)	Total claims	81173	81173	81173	81173	81173
(7)	Claims greater than D after trend	80631	78662	70866	64719	41466
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4052515	8134295	19092291	36386505	62475691
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.039	0.092	0.175	0.301
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.961	0.908	0.825	0.699

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2023					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.454	1.454	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	17949	395822	1421609	4599258	21286873
(5)	Total trended ground up losses	220849002	220849002	220849002	220849002	220849002
(6)	Total claims	85831	85831	85831	85831	85831
(7)	Claims greater than D after trend	85333	81740	74280	66800	43882
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4284599	8569822	19991609	37999258	65168873
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.039	0.091	0.172	0.295
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.961	0.909	0.828	0.705

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2021			
	Trend	1.130		
(1)	Lower bound d (Base Deductible)	100	100	100
(2)	Upper bound D	250	500	1000
(3)	Trend factor	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	97794	5018681	19959498
(5)	Total trended ground up losses	186702872	186702872	186702872
(6)	Total claims	71289	71289	71289
(7)	Claims greater than D after trend	70881	57343	37306
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10729944	27955881	53534898
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.060	0.148	0.279
(10)	Indicated Loss Relativities [1.000-(9)]	0.940	0.852	0.721

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2022			
	Trend	1.130		
(1)	Lower bound d (Base Deductible)	100	100	100
(2)	Upper bound D	250	500	1000
(3)	Trend factor	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	207329	4309218	17089776
(5)	Total trended ground up losses	180692715	180692715	180692715
(6)	Total claims	65805	65805	65805
(7)	Claims greater than D after trend	65100	53208	35543
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	9972329	25592418	49078476
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.057	0.140	0.264
(10)	Indicated Loss Relativities [1.000-(9)]	0.943	0.860	0.736

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2023			
	Trend	1.130		
(1)	Lower bound d (Base Deductible)	100	100	100
(2)	Upper bound D	250	500	1000
(3)	Trend factor	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	581722	4858751	18168123
(5)	Total trended ground up losses	191258361	191258361	191258361
(6)	Total claims	71352	71352	71352
(7)	Claims greater than D after trend	68913	56200	37928
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10918672	27338751	52303323
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.058	0.140	0.266
(10)	Indicated Loss Relativities [1.000-(9)]	0.942	0.860	0.734

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2021		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after tr	4889861	13353568
(5)	Total trended ground up losses	98910162	98910162
(6)	Total claims	43423	43423
(7)	Claims greater than D after trend	32069	20645
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	12907111	28837318
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.114	0.263
(10)	Indicated Loss Relativities [1.000-(9)]	0.886	0.737

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2022		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	4059655	11515232
(5)	Total trended ground up losses	102594902	102594902
(6)	Total claims	41358	41358
(7)	Claims greater than D after trend	31370	21300
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	11902155	27490232
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.102	0.244
(10)	Indicated Loss Relativities [1.000-(9)]	0.898	0.756

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2023		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	4582347	13734688
(5)	Total trended ground up losses	112815854	112815854
(6)	Total claims	47009	47009
(7)	Claims greater than D after trend	35208	23080
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	13384347	31044688
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.103	0.248
(10)	Indicated Loss Relativities [1.000-(9)]	0.897	0.752

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2021					
	Trend	1.056				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	1568	10409	24131	84600	358935
(5)	Total trended ground up losses	18069099	18069099	18069099	18069099	18069099
(6)	Total claims	3850	3850	3850	3850	3850
(7)	Claims greater than D after trend	3835	3793	3732	3562	3234
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	193318	579359	770531	1687500	3431235
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.011	0.032	0.043	0.094	0.19
(10)	Indicated Loss Relativities [1.000-(9)]	0.989	0.968	0.957	0.906	0.810
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.011				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2022					
	Trend	1.05				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	3147	16328	28664	80033	284059
(5)	Total trended ground up losses	16347687	16347687	16347687	16347687	16347687
(6)	Total claims	3225	3225	3225	3225	3225
(7)	Claims greater than D after trend	3188	3116	3065	2928	2678
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	162547	483728	641664	1397633	2828159
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.039	0.085	0.173
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.961	0.915	0.827
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2023					
	Trend	1.04				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	5269	18689	33784	96524	351968
(5)	Total trended ground up losses	17852511	17852511	17852511	17852511	17852511
(6)	Total claims	3627	3627	3627	3627	3627
(7)	Claims greater than D after trend	3571	3479	3421	3244	2932
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	183819	540539	717984	1556324	3137368
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.04	0.087	0.176
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.960	0.913	0.824
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2021				
	Trend	1.056			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after tr	13574	33510	197521	1016896
(5)	Total trended ground up losses	63832922	63832922	63832922	63832922
(6)	Total claims	11788	11788	11788	11788
(7)	Claims greater than D after trend	11709	11635	11218	10228
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1184474	1778760	4684721	10222096
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.074	0.161
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.926	0.839

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2022				
	Trend	1.050			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	18892	46953	197656	972478
(5)	Total trended ground up losses	66580127	66580127	66580127	66580127
(6)	Total claims	11344	11344	11344	11344
(7)	Claims greater than D after trend	11231	11140	10771	9858
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1141992	1717953	4506056	9844678
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.017	0.026	0.068	0.148
(10)	Indicated Loss Relativities [1.000-(9)]	0.983	0.974	0.932	0.852

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2023				
	Trend	1.040			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	25983	65728	236186	1108910
(5)	Total trended ground up losses	61117411	61117411	61117411	61117411
(6)	Total claims	11194	11194	11194	11194
(7)	Claims greater than D after trend	11046	10879	10450	9426
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1130583	1697578	4416186	9592310
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.072	0.157
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.928	0.843

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2021		
	Trend	1.056	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after tr	560086	4629660
(5)	Total trended ground up losses	363557083	363557083
(6)	Total claims	60807	60807
(7)	Claims greater than D after trend	59515	54523
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	15438836	45521910
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.043	0.126
(10)	Indicated Loss Relativities [1.000-(9)]	0.957	0.874

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2022		
	Trend	1.05	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	616424	4415303
(5)	Total trended ground up losses	376443663	376443663
(6)	Total claims	58009	58009
(7)	Claims greater than D after trend	56597	51940
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14765674	43370303
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.040	0.116
(10)	Indicated Loss Relativities [1.000-(9)]	0.960	0.884

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2023		
	Trend	1.04	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	796326	4637097
(5)	Total trended ground up losses	361831799	361831799
(6)	Total claims	58213	58213
(7)	Claims greater than D after trend	56281	51580
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14866576	43322097
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.041	0.12
(10)	Indicated Loss Relativities [1.000-(9)]	0.959	0.880

SECTION I

CLASSIFICATION PLAN REVIEW

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE

REVIEW OF CLASSIFICATION EXPERIENCE

Explanatory Memorandum

This section presents a review of North Carolina classification experience. This review summarizes all private passenger non-fleet motor vehicle experience for companies reporting to Insurance Services Office, Inc. (ISO), the Independent Statistical Service (ISS), or the National Independent Statistical Service (NISS) for the three years ended December 31, 2023. The data for Liability coverages are retained and ceded risks combined for 30/60 Bodily Injury and $25,000 Property Damage. The data for Physical Damage includes all standard rate and consent to rate experience for Full Coverage, $50, $100, $250, $500 and $1,000 Deductible Comprehensive, and $50, $100, $200, $250, $500 and $1,000 Deductible Collision. The premiums shown in this review are premiums at present voluntary/standard base rates. Losses are actual unadjusted dollars of losses, i.e. the losses are not trended or developed. Losses are on a calendar/accident year incurred basis for liability and include allocated loss adjustment expenses only. Losses are on a calendar year paid basis for physical damage and exclude all loss adjustment expense.

In consideration of this most recent experience, the Rate Bureau is proposing changes in the classification plan used for private passenger nonfleet automobiles. Revisions in the rating factors that apply to the classes are appropriate to more accurately reflect the differences in hazard between different motor vehicles and operators. In particular, changes are proposed in the inexperienced operator surcharges for Liability and Collision. The descriptions below provide a more detailed analysis of these changes. Technical notes are provided after the exhibits.

In addition, the Rate Bureau is proposing rating factors for new classes of inexperienced operators up to 8 years of driving experience for Liability, Comprehensive and Collision coverages. These factors were judgmentally determined based on the proposed factors for the existing inexperienced operator classes.

The Review

Each rating factor (type of use, operator experience, single/multi car policy, and SDIP points) was reviewed separately. The review derives indicated rating factors so that each group of operators would have the same loss ratio. For example, for type of use, the review considers the pleasure use classes, the drive to work less than 10 miles classes, the drive to work more than 10 miles classes, the business use classes, and the farm use classes; and develops the additional additive surcharge that would create equal loss ratios for each group of classes. Similarly, inexperienced operator surcharges, multicar discounts and SDIP surcharges were developed.

The results of the review are shown on pages I-3 through I-5.

Use Surcharges

Page I-6 shows the review of the use surcharges in the same detail as the current surcharges. Liability, Comprehensive and Collision are reviewed separately. The average rating factors for the other variables (inexperienced operator, single/multicar policy and SDIP) were calculated and used to compute premium at present pleasure rates (column (1)). These rating factors are the surcharges currently in effect. Here pleasure use is assumed to be the base class. The premium is that which would be generated if there were no use surcharges. The ratio of losses to premium at pleasure rates, column (8), was calculated.

Use Surcharges (continued)

The premium that must be collected for each type of use to have the same loss ratio as the pleasure use group (column (9)) is then derived. The shortfall between this needed premium and the premium collected at pleasure rates must be recovered through use surcharges. The ratio of the shortfall to the premium at present base rates equals the indicated use surcharge. No changes to the use surcharges have been proposed.

Multicar Discount

Pages I-7 shows the review of the multicar discount. Liability, Comprehensive and Collision are reviewed separately. This review was performed in a similar way as the review of the use surcharges. No changes to the multicar discounts have been proposed.

Inexperienced Operator Surcharges

Page I-8 shows the review of the inexperienced operator surcharge in the same detail as the current surcharges. Liability, Comprehensive and Collision are reviewed separately. This review was performed in a similar way as the review of the use surcharges. Changes to the inexperienced operator surcharges have been proposed for Liability and Collision.

SDIP Surcharges

Page I-9 shows the review of the SDIP surcharges. Because of potential biases created with the assignment of SDIP points for multi-car risks, single car risks only were used for this analysis. For each SDIP point category, the total premiums at present rates and losses for all coverages are considered. The ratio of losses to premium at 0-point rates, column (4), was calculated. The premium that must be collected for each point category to have the same loss ratio as the 0 point group (column (5)) is then derived. The shortfall between this needed premium and the premium collected at 0-point rates must be recovered through SDIP surcharges. The ratio of the shortfall to the premium at present base rates equals the indicated SDIP surcharge. No changes to the SDIP surcharges have been proposed.

Implementation

To introduce this revision with no rate level effect, the base rates must be adjusted to offset any change to the premium collected. The offset is equal to the ratio of the average rating factor before the changes (weighted on premium at present base rates) to the average rating factor after the changes. The appropriate offsets have been calculated by territory separately for Liability and Collision to account for the proposed changes to the surcharges for the current inexperienced operator classes. The offsets are shown on page I-11.

The proposed rates shown in this filing reflect these offsets.

Note that the premium changes resulting from the expansion of the inexperienced operator surcharges up to 8 years will not occur during the effective period of the proposed rates. Therefore, the offsets calculated do not account for the new surcharges.

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF CURRENT, INDICATED AND PROPOSED FACTORS

REVIEW OF MULTICAR DISCOUNT

Liability Coverages	Earned Car Years 2023	Current	Indicated	Proposed
Single	1,969,894	0.00	0.000	0.00
Multi	5,994,177	-0.35	-0.425	-0.35
Comprehensive Coverages				
Single	1,585,505	0.00	0.000	0.00
Multi	4,577,938	-0.10	-0.132	-0.10
Collision Coverages				
Single	1,520,343	0.00	0.000	0.00
Multi	4,281,280	-0.35	-0.362	-0.35

REVIEW OF INEXPERIENCED OPERATOR SURCHARGES

Liability Coverages	Earned Car Years 2023	Current	Indicated	Proposed
No inexp	7,642,031	0.00	0.000	0.00
Prin <1	102,831	2.60	2.440	2.60
Occ <1	31,707	1.75	1.343	1.70
Prin <2	73,092	1.60	1.225	1.50
Occ <2	26,656	0.85	0.686	0.85
Prin <3	65,513	1.25	0.925	1.15
Occ <3	22,242	0.65	0.517	0.60
Comprehensive Coverages				
No inexp	5,957,849	0.00	0.000	0.00
Prin <1	55,681	0.20	1.246	0.20
Occ <1	25,055	0.10	0.100	0.10
Prin <2	44,988	0.20	0.276	0.20
Occ <2	21,169	0.00	0.027	0.00
Prin <3	41,093	0.20	0.221	0.20
Occ <3	17,608	0.00	-0.039	0.00
Collision Coverages				
No inexp	5,611,982	0.00	0.000	0.00
Prin <1	51,960	2.30	1.942	2.20
Occ <1	23,452	1.40	0.900	1.20
Prin <2	40,731	1.50	0.938	1.20
Occ <2	19,348	0.80	0.497	0.60
Prin <3	37,984	1.35	0.747	0.90
Occ <3	16,166	0.60	0.313	0.40

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF INDICATED AND SELECTED FACTORS

REVIEW OF USE SURCHARGES

Liability Coverages	Earned Car Years 2023	Current	Indicated	Proposed
Pleasure	4,652,391	0.00	0.000	0.00
Work < 10	2,114,426	0.05	0.091	0.05
Work > 10	986,873	0.05	0.109	0.05
Business	84,205	0.05	0.057	0.05
Farm	126,176	-0.25	-0.336	-0.25
Comprehensive Coverages				
Pleasure	3,584,812	0.00	0.000	0.00
Work < 10	1,585,680	0.25	0.125	0.25
Work > 10	846,515	0.25	0.341	0.25
Business	66,445	0.25	0.207	0.25
Farm	79,991	-0.25	-0.331	-0.25
Collision Coverages				
Pleasure	3,337,592	0.00	0.000	0.00
Work < 10	1,517,370	0.15	0.005	0.15
Work > 10	815,696	0.15	0.094	0.15
Business	63,664	0.15	0.010	0.15
Farm	67,301	-0.25	-0.317	-0.25

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF INDICATED AND SELECTED FACTORS

REVIEW OF SAFE DRIVER INSURANCE PLAN SURCHARGES*

Pts.	Earned Car Years Single Car Risks 2023 (Liab)	Current	Indicated	Proposed
0	1,762,891	0.00	0.000	0.00
1	29,409	0.40	0.738	0.40
2	36,515	0.55	0.779	0.55
3	78,383	0.70	0.807	0.70
4	17,390	0.90	1.523	0.90
5	6,174	1.10	2.099	1.10
6	6,466	1.40	2.086	1.40
7	2,181	1.70	2.991	1.70
8	2,376	2.00	2.819	2.00
9	984	2.30	3.774	2.30
10	567	2.60	4.540	2.60
11	275	3.00	3.714	3.00
12	10,744	3.40	1.202	3.40
NE	15,541	0.10	-0.138	0.10

* Single Car risks only

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE -- REVIEW OF MULTICAR DISCOUNT

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	Premium at single rates	Premium at base rates	Losses	Average exp factor	Average use factor	Average multi factor	Average SDIP factor	Loss ratio (3)/(1)	Needed premium	Shortfall	Indicated factor (10)/(2)
Liability Coverages - Voluntary and Ceded Business combined											
Single	3,543,756,883	2,962,537,753	2,088,301,364	0.072	0.025	0.000	0.088	0.5893	3,543,756,883	0	0.000
Multi	9,925,910,025	8,810,324,821	3,641,863,611	0.066	0.014	-0.350	0.042	0.3669	6,180,084,666	(3,745,825,359)	-0.425
Comprehensive Coverages - Standard and Consent To Rate Business combined											
Single	874,839,421	717,975,314	506,736,762	0.005	0.130	0.000	0.078	0.5792	874,839,421	0	0.000
Multi	2,533,095,718	2,221,071,283	1,297,463,326	0.005	0.092	-0.100	0.044	0.5122	2,239,963,923	(293,131,795)	-0.132
Collision Coverages - Standard and Consent To Rate Business combined											
Single	3,004,447,598	2,478,496,486	1,481,654,990	0.043	0.079	0.000	0.078	0.4932	3,004,447,598	0	0.000
Multi	8,004,699,766	6,897,563,826	2,715,086,172	0.053	0.055	-0.350	0.045	0.3392	5,505,555,735	(2,499,144,031)	-0.362

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE -- REVIEW OF INEXPERIENCED OPERATOR SURCHARGES

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	Premium at experienced rates	Premium at base rates	Losses	Average exp factor	Average use factor	Average multi factor	Average SDIP factor	Loss ratio (3)/(1)	Needed premium	Shortfall	Indicated factor (10)/(2)
Liability Coverages - Voluntary and Ceded Business combined											
No inexp	9,026,223,988	11,308,510,762	5,131,735,183	0.000	0.016	-0.263	0.053	0.5685	9,026,223,988	0	0.000
Prin <1	114,543,544	139,410,863	258,525,609	2.600	0.029	-0.248	0.047	2.2570	454,721,448	340,177,904	2.440
Occ <1	38,738,126	49,863,802	60,083,471	1.750	0.022	-0.283	0.048	1.5510	105,680,992	66,942,866	1.343
Prin <2	85,524,314	102,008,462	119,664,644	1.600	0.027	-0.260	0.084	1.3992	210,478,492	124,954,178	1.225
Occ <2	30,028,676	39,217,253	32,364,870	0.850	0.021	-0.303	0.063	1.0778	56,926,664	26,897,988	0.686
Prin <3	88,194,659	101,031,368	103,293,781	1.250	0.028	-0.241	0.098	1.1712	181,683,733	93,489,074	0.925
Occ <3	26,113,335	32,820,064	24,497,417	0.650	0.023	-0.288	0.077	0.9381	43,088,578	16,975,243	0.517
Comprehensive Coverages - Standard and Consent To Rate Business combined											
No inexp	3,054,051,432	2,844,275,519	1,719,658,812	0.000	0.101	-0.074	0.052	0.5631	3,054,051,432	0	0.000
Prin <1	28,611,221	25,625,322	34,092,822	0.200	0.149	-0.078	0.046	1.1916	60,547,610	31,936,389	1.246
Occ <1	12,814,312	11,796,238	7,879,858	0.100	0.119	-0.082	0.050	0.6149	13,994,341	1,180,029	0.100
Prin <2	22,809,575	19,861,548	15,926,596	0.200	0.145	-0.080	0.081	0.6982	28,285,055	5,475,480	0.276
Occ <2	10,439,151	9,546,995	6,023,300	0.000	0.111	-0.087	0.070	0.5770	10,697,161	258,010	0.027
Prin <3	23,731,349	20,142,649	15,868,916	0.200	0.151	-0.070	0.094	0.6687	28,182,617	4,451,268	0.221
Occ <3	8,740,916	7,798,326	4,749,784	0.000	0.120	-0.085	0.085	0.5434	8,435,443	(305,473)	-0.039
Collision Coverages - Standard and Consent To Rate Business combined											
No inexp	7,710,344,953	9,067,350,132	3,893,553,220	0.000	0.061	-0.258	0.053	0.5050	7,710,344,953	0	0.000
Prin <1	72,796,151	84,427,583	119,545,517	2.300	0.091	-0.271	0.048	1.6422	236,734,192	163,938,041	1.942
Occ <1	32,926,430	39,735,866	34,689,113	1.400	0.072	-0.286	0.052	1.0535	68,694,329	35,767,899	0.900
Prin <2	55,385,933	62,478,614	57,576,066	1.500	0.088	-0.278	0.087	1.0395	114,017,019	58,631,086	0.938
Occ <2	25,515,911	31,076,430	20,678,310	0.800	0.067	-0.305	0.075	0.8104	40,948,947	15,433,036	0.497
Prin <3	61,466,920	65,627,539	55,783,094	1.350	0.091	-0.244	0.098	0.9075	110,466,423	48,999,503	0.747
Occ <3	21,599,380	25,364,149	14,915,842	0.600	0.073	-0.295	0.091	0.6906	29,537,618	7,938,238	0.313

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE -- REVIEW OF USE SURCHARGES

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	Premium at pleasure rates	Premium at base rates	Losses	Average exp factor	Average use factor	Average multi factor	Average SDIP factor	Loss ratio (3)/(1)	Needed premium	Shortfall	Indicated factor (10)/(2)
Liability Coverages - Voluntary and Ceded Business combined											
Pleasure	5,428,341,026	6,738,426,166	2,977,696,014	0.049	0.000	-0.280	0.043	0.5485	5,428,341,026	0	0.000
Work < 10	3,025,671,267	3,212,243,394	1,820,596,570	0.108	0.050	-0.236	0.074	0.6017	3,318,948,276	293,277,009	0.091
Work > 10	1,352,155,389	1,518,949,615	832,242,736	0.069	0.050	-0.239	0.064	0.6155	1,517,178,841	165,023,452	0.109
Business	106,056,766	126,998,611	62,163,075	0.036	0.050	-0.256	0.063	0.5861	113,323,311	7,266,545	0.057
Farm	127,570,116	176,244,788	37,466,580	0.028	-0.250	-0.323	0.025	0.2937	68,301,590	(59,268,526)	-0.336
Comprehensive Coverages - Standard and Consent To Rate Business combined											
Pleasure	1,630,273,894	1,692,941,465	950,800,007	0.004	0.000	-0.079	0.043	0.5832	1,630,273,894	0	0.000
Work < 10	765,276,604	763,345,533	501,855,739	0.009	0.250	-0.068	0.068	0.6558	860,498,847	95,222,243	0.125
Work > 10	398,824,040	403,009,444	312,649,767	0.005	0.250	-0.069	0.059	0.7839	536,079,880	137,255,840	0.341
Business	31,321,525	31,833,903	22,114,770	0.002	0.250	-0.073	0.062	0.7061	37,918,734	6,597,209	0.207
Farm	44,626,174	47,916,253	16,779,805	0.002	-0.250	-0.092	0.024	0.3760	28,771,222	(15,854,952)	-0.331
Collision Coverages - Standard and Consent To Rate Business combined											
Pleasure	4,188,932,153	5,232,529,442	2,204,236,638	0.037	0.000	-0.274	0.045	0.5262	4,188,932,153	0	0.000
Work < 10	2,319,962,361	2,552,006,260	1,226,975,237	0.080	0.150	-0.235	0.069	0.5289	2,331,744,211	11,781,850	0.005
Work > 10	1,194,666,051	1,382,471,592	697,313,702	0.049	0.150	-0.239	0.061	0.5837	1,325,175,227	130,509,176	0.094
Business	87,787,217	106,486,882	46,754,323	0.025	0.150	-0.253	0.063	0.5326	88,851,933	1,064,716	0.010
Farm	73,308,159	102,566,137	21,461,262	0.016	-0.250	-0.321	0.026	0.2928	40,784,991	(32,523,168)	-0.317

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

REVIEW OF SAFE DRIVER INSURANCE PLAN SURCHARGES

Liability and Physical Damage data combined*

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
	Premium at 0-point rates (Class Premium)	Premium at base rates	Losses	Loss ratio (3)/(1)	Indicated Premium $((3_i)*(1_0))/(3_0)$	Shortfall (5)-(1)	Indicated surcharge (6)/(2)
0	6,121,436,339	5,515,442,702	3,347,904,368	0.547	6,121,436,339	0	0.000
1	104,221,272	91,306,595	93,860,726	0.901	171,618,540	67,397,267	0.738
2	137,238,251	122,163,315	127,110,369	0.926	232,413,458	95,175,207	0.779
3	280,950,206	246,959,362	262,661,753	0.935	480,260,791	199,310,585	0.807
4	61,650,233	53,886,290	78,610,015	1.275	143,733,557	82,083,324	1.523
5	21,235,239	18,431,189	32,771,455	1.543	59,920,581	38,685,342	2.099
6	21,531,933	18,686,303	33,090,372	1.537	60,503,701	38,971,768	2.086
7	7,013,820	6,067,088	13,760,127	1.962	25,159,542	18,145,723	2.991
8	7,465,321	6,556,254	14,189,525	1.901	25,944,670	18,479,349	2.819
9	2,955,681	2,600,413	6,984,107	2.363	12,770,008	9,814,327	3.774
10	1,624,551	1,431,148	4,442,108	2.734	8,122,120	6,497,569	4.540
11	828,226	731,408	1,938,578	2.341	3,544,570	2,716,344	3.714
12	31,205,317	28,503,324	35,805,679	1.147	65,468,472	34,263,156	1.202
NE	49,459,411	46,244,161	23,563,934	0.476	43,085,198	-6,374,214	-0.138
Tot	6,848,815,800	6,159,009,553	4,076,693,116	0.595	7,453,981,548	605,165,748	0.098

Notes:

Premium at 0 point level: statewide premium at present rates, adjusted to a 0 SDIP point level.

Premium at base rates: statewide premium at present rates, adjusted to unity class (pleasure use, single car, no inexperienced operators, 0 SDIP points).

Losses: incurred undeveloped losses for liability and paid losses for physical damage.

Loss ratio: losses divided by premium at 0 point level.

Indicated Premium: premium necessary such that the loss ratio of the SDIP class under review will equal the base class (0 points).
= (class premium for the base class) x (class losses) / (losses for the base class).

Shortfall: difference between the indicated premium and the class premium.

Indicated surcharge: Shortfall divided by premium at base rates.

* Single car risks only. Liability data is voluntary and ceded business combined. Physical Damage data is Standard and Consent to Rate business combined.

Notes for pages I-6-8

Column (1) (Class Premium)	The premium at pleasure rates on page I-6 is the premium at present rates as if all the exposures were in the pleasure use class. The premium at single rates on page I-7 is the premium at present rates as if all the exposures were on single car policies. The premium at experienced rates on page I-8 is the premium at present rates as if all the exposures had no inexperienced operators.
Premium at base rates	The premium at present rates as if all the exposures were in the unity class (pleasure use, single car, no inexperienced operators, no SDIP points.)
Losses	Incurred undeveloped basic limit losses for liability and paid losses for physical damage.
Average experience factor	Average inexperienced operator surcharge for all in the class.
Average use factor	Average use surcharge for all in the class.
Average multi factor	Average multi-car discount for all in the class.
Average SDIP factor	Average SDIP surcharge for all in the class.
Loss ratio	Ratio of losses to class premium.
Needed premium	Premium necessary such that the loss ratio of the class under review will equal the base class. = (Class premium for the base class) x (Class losses) ÷ (Losses for the base class)
Shortfall	Difference between the needed premium and the class premium.
Indicated factor	Shortfall divided by premium at base rates.

REVIEW OF NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

Premium Offsets to Maintain Constant Premium Volume

	Liability			Collision		
	(1)	(2)	(3)	(1)	(2)	(3)
Terr.	Avg. Class Factor Current	Avg. Class Factor Proposed	(1)/(2) Offset	Avg. Class Factor Current	Avg. Class Factor Proposed	(1)/(2) Offset
110	0.87573	0.87345	1.003	0.90239	0.89373	1.010
120	0.82826	0.82642	1.002	0.85744	0.85050	1.008
130	0.83985	0.83776	1.002	0.87115	0.86331	1.009
140	0.85996	0.85808	1.002	0.89659	0.88993	1.007
150	0.88988	0.88759	1.003	0.93070	0.92129	1.010
170	0.87292	0.87072	1.003	0.90651	0.89752	1.010
180	0.95578	0.95186	1.004	0.98421	0.96913	1.016
190	0.89218	0.88998	1.002	0.91966	0.91079	1.010
200	0.86588	0.86421	1.002	0.89230	0.88629	1.007
210	0.81141	0.81040	1.001	0.82029	0.81692	1.004
220	0.81671	0.81474	1.002	0.84606	0.83901	1.008
230	0.82664	0.82469	1.002	0.85670	0.84966	1.008
240	0.83195	0.83018	1.002	0.86932	0.86244	1.008
250	0.90351	0.90112	1.003	0.93235	0.92319	1.010
260	0.86077	0.85841	1.003	0.89273	0.88375	1.010
270	0.89110	0.88844	1.003	0.92011	0.90871	1.013
280	0.91877	0.91650	1.002	0.95443	0.94566	1.009
290	0.91375	0.91176	1.002	0.93807	0.93064	1.008
300	0.92081	0.91793	1.003	0.94439	0.93216	1.013
310	0.91197	0.90924	1.003	0.92543	0.91410	1.012
320	0.82473	0.82272	1.002	0.85605	0.84880	1.009
340	0.89970	0.89756	1.002	0.93556	0.92767	1.009
350	0.86708	0.86486	1.003	0.90355	0.89471	1.010
360	0.85104	0.84887	1.003	0.88181	0.87436	1.009
370	0.86757	0.86515	1.003	0.90207	0.89225	1.011
380	0.83657	0.83436	1.003	0.87268	0.86378	1.010
390	0.90603	0.90343	1.003	0.94092	0.92892	1.013
420	0.92251	0.92071	1.002	0.96755	0.96049	1.007
440	0.87546	0.87346	1.002	0.91271	0.90485	1.009
450	0.87731	0.87550	1.002	0.91396	0.90721	1.007
460	0.85530	0.85303	1.003	0.89045	0.88151	1.010
470	0.84078	0.83873	1.002	0.87428	0.86677	1.009
480	0.82509	0.82324	1.002	0.85169	0.84550	1.007
490	0.85414	0.85234	1.002	0.88695	0.88059	1.007

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

PROPOSED INEXPERIENCED OPERATOR SURCHARGES
INCLUDING NEW CATEGORIES UP TO 8 YEARS DRIVING EXPERIENCE

	Proposed Surcharges - Single Car		
Operator*	Liability Coverages	Collision Coverage	Comprehensive Coverage
No inexprienced Operators	0.00	0.00	0.00
Principal < 1 year driving	2.60	2.20	0.20
Occasional <1 year driving	1.70	1.20	0.10
Principal < 2 years driving	1.50	1.20	0.20
Occasional <2 years driving	0.85	0.60	0.00
Principal < 3 years driving	1.15	0.90	0.20
Occasional < 3 years driving	0.60	0.40	0.00
Principal < 4 years driving	0.95	0.75	0.20
Occasional < 4 years driving	0.55	0.35	0.00
Principal < 5 years driving	0.75	0.55	0.20
Occasional < 5 years driving	0.45	0.25	0.00
Principal < 6 years driving	0.55	0.35	0.15
Occasional < 6 years driving	0.35	0.20	0.00
Principal < 7 years driving	0.35	0.25	0.15
Occasional < 7 years driving	0.25	0.15	0.00
Principal < 8 years driving	0.20	0.15	0.10
Occasional < 8 years driving	0.15	0.10	0.00

* Shaded Categories are new.

SECTION J

EXTENDED TRANSPORTATION COVERAGES REVIEW

NORTH CAROLINA

REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

SUMMARY OF PRESENT, INDICATED AND SELECTED RATES

Daily/Monthly Limit	(1) Present Rate ($)	(2) Indicated Rate ($)(a)	(3) Selected Rate ($)
$15/$450	13	22.28	22
$30/$900	26	44.56	45
$50/$1500	42	71.99	72
$75/$2250	61	104.55	105
$100/$3000	79	135.41	135

(a) See page J-2

NORTH CAROLINA
REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

All Limits Combined

Year	(1) Earned Car Years	(2) Paid Claims	(3) Paid Loss	(4) Paid to Inc. Factor	(5) Incurred Losses (3)*(4)	(6) LAE %
2021	2,931,127	133,208	67,010,345	1.021	68,417,562	0.110
2022	3,036,507	141,310	82,809,437	1.033	85,542,148	0.110
2023	3,101,443	148,173	90,888,572	1.015	92,251,901	0.110
tot	9,069,078	422,691	240,708,354		246,211,611	

Year	(7) Loss Adj. Expenses (5)*(6)	(8) Loss Trend Factor (A)	(9) LAE Trend Factor (A)	(10) Projected Incurred Losses (5)*(8)	(11) Projected LAE (7)*(9)
2021	7,525,932	1.020	1.220	69,785,913	9,181,637
2022	9,409,636	1.010	1.173	86,397,569	11,037,503
2023	10,147,709	1.000	1.128	92,251,901	11,446,616
tot	27,083,277			248,435,383	31,665,756

Year	(12) Projected Loss & LAE (10)+(11)	(13) Projected Loss & LAE per expo (12)/(1)	(14) Expected Loss and LAE Ratio	(15) Indicated Rate (13)/(14)
2021	78,967,550	26.94	0.580	46.45
2022	97,435,072	32.09	0.580	55.33
2023	103,698,517	33.44	0.580	57.66
tot	280,101,139	30.89	avg.	$53.26

Daily/Monthly Limit	(16) Limit Distribution	(17) Current Rate $	(18) % Change (15) / (18)-1.000	(19) Indicated Rate $ (18) x ((19)+1.000)
$15/$450	0.0067	13		22.28
$30/$900	0.7212	26		44.56
$50/$1500	0.2483	42		71.99
$75/$2250	0.0036	61		104.55
$100/$3000	0.0201	79		135.41
		avg.	$31.08	71.4%

(A) Expense Trend annual trend factor = 4.0%

	Collision Claim Frequency Trend Factor	Years of projection Losses and LAE
2021	0.4%	5.06
2022	0.2%	4.06
2023	0.0%	3.06

SECTION K

TERRITORY DEFINITIONS REVIEW

NORTH CAROLINA
PRIVATE PASSENGER AUTO
REVIEW OF TERRITORY DEFINITIONS

Overview

The purpose of this territory definition review is to evaluate the performance of the current private passenger auto territory definitions using the latest available five years of data. The main steps in this review were as follows:

- Calculate credibility-weighted pure premium indices by coverage for each ZIP code in the state. These indices were used as estimates of the loss potential in each ZIP code.

- Evaluate performance of the current territory definitions using a homogeneity index that measures the percentage of variation in loss propensity within the state that is explained by the territory scheme.

Data Used

Description

North Carolina automobile insurance data in ZIP code detail for the five accident years ending December 31, 2023 evaluated as of March 31, 2024 for Liability and the five calendar years ending December 31, 2023 evaluated as of December 31, 2023 for Physical Damage were used in this review. These data were aggregated from insurers reporting data under the Personal Auto Statistical Plans of ISO, ISS, and NISS. The data comprise the four major auto coverages:

- Bodily Injury Liability (BI)
- Property Damage Liability (PD)
- Comprehensive
- Collision

The data for each coverage include losses, exposures and claims.

Adjusting the Data for Distributional Bias

In order to avoid biases in the data due to differing distributions in each ZIP code by class, deductible, and model year and symbol, the data were adjusted as follows:

- The exposures for each coverage were multiplied by the average class factor and SDIP factor for each ZIP code. This removes any bias in each ZIP code's claim frequency due to different class distributions by ZIP code.

- The Comprehensive and Collision losses and claims were each adjusted to a common deductible level. Comprehensive losses were adjusted to a Full Coverage deductible level and Collision losses were adjusted to a $100 deductible level. This eliminates any bias due to differing distributions by deductible in each ZIP code.

- The Comprehensive and Collision losses were adjusted for the average Model Year and Symbol factors for each ZIP code. This eliminates any bias due to differing distributions of vehicle make, model and age by ZIP code.

Adjusting the Data for Large Losses

The BI and PD losses were capped at their respective basic limits in order to limit the effect of random fluctuations in claim sizes on the indications.

In order to avoid extreme fluctuation in the Comprehensive pure premiums (both upward and downward) which might result from reflecting large, unexpected losses only in the year in which they occurred, an excess wind and water adjustment was used. The steps involved in this procedure were:

- The actual wind and water losses and claims were subtracted from the total Comprehensive losses and claims by ZIP code for each year of the experience period to obtain non-wind and water losses and claims by ZIP code and year.

- The ratios of wind and water to non-wind and water losses were calculated by ZIP code for each year of the experience period. If these ratios were significantly greater than the long-term statewide average ratio, the wind and water losses were capped to produce adjusted wind and water losses by ZIP code and year.

- Wind and water claims were adjusted proportionally (i.e. the unadjusted wind and water claims were multiplied by the ratio of the adjusted wind and water losses to the unadjusted wind and water losses) to produce adjusted wind and water claims by ZIP code and year.

- The adjusted wind and water losses and claims by year for each ZIP code were then added back to the non-wind and water losses and claims to obtain total adjusted Comprehensive losses and claims by year for each ZIP code.

Calculation of ZIP Code Pure Premium Indices

For each ZIP code, the following were calculated by coverage:

- raw (before applying credibility) claim frequency indices
- raw claim severity indices
- credibility-weighted claim frequency indices
- credibility-weighted claim severity indices
- credibility-weighted pure premium indices

Note on Trend and Loss Development

In determining prospective loss costs, losses must be developed by year to ultimate settlement value and trended to the appropriate point in the prospective experience period. In grouping ZIP codes into territories, however, it is only necessary to produce an estimate of each ZIP code's loss potential relative to statewide. An estimate of relative loss potential does not require that losses be developed and trended. Rather, it is only necessary that the losses in both numerator and denominator be on the same basis, i.e. from the same accident year, evaluated at the same point in time. Therefore, the by-year indices in this

analysis were based on undeveloped, untrended losses. The all-year indices were calculated by averaging the by-year indices as described below.

Raw ZIP Code Indices

Claim Frequency

For each coverage and year, the raw claim frequency index for each ZIP code was calculated as the claim frequency for that ZIP code divided by the statewide claim frequency. Since loss data in ZIP code detail can exhibit significant random variation, maximum and minimum caps of 3.0 and 0.3, respectively, were applied to these indices. For ZIP codes with a limited volume of data, lower maximum caps were used (where there were 12 or fewer claims, the cap was 1.5; where there were 13-25 claims, the cap was 2.0).

The raw frequency indices by coverage and year for each ZIP code were then weighed together using exposures by year to obtain all-year raw frequency indices by coverage for each ZIP code.

Claim Severity

For each coverage and year, the raw claim severity index for each ZIP code was calculated as the claim severity for that ZIP code divided by the statewide claim severity. As with claim frequency, maximum and minimum caps of 3.0 and 0.3, respectively, were applied to these indices. For ZIP codes with a limited volume of data, lower maximum caps were used (where there were 12 or fewer claims, the cap was 1.5; where there were 13-25 claims, the cap was 2.0).

The raw severity indices by coverage and year for each ZIP code were weighed together using claims by year to obtain all-year raw severity indices by coverage for each ZIP code.

Credibility-Weighted ZIP Code Indices

The credibility procedures described below were applied to the raw frequency and severity indices by coverage to produce credibility-weighted frequency and severity indices by coverage for each ZIP code. Each ZIP code's credibility weighted pure premium index by coverage was calculated by multiplying together the credibility-weighted frequency and severity indices by coverage.

Claim Frequency

Credibility-weighted ZIP code claim frequency indices by coverage were calculated by weighting the ZIP code's claim frequency index with the claim frequency index of the ZIP code's contiguous band of ZIP codes (including the ZIP code in question) to produce a smoothed claim frequency index, using the Bayesian Credibility Method described below.

Claim Severity

Credibility-weighted ZIP code claim severity indices by coverage were calculated by weighting the ZIP code's claim severity index with the claim severity index of the county

to produce a smoothed claim severity index, using the Bayesian Credibility Method described below.

Credibility Method

The Bayesian Credibility Method is described in a 1980 study *Report of the Credibility Subcommittee: Development and Testing of Empirical Bayes Credibility Procedure for Classification*. (This committee was a subcommittee of ISO's Actuarial Committee.) It is an empirical Bayesian credibility procedure that calculates credibility using the following formulae:

$$Z = \frac{w}{w + K}$$

$$K = \frac{\alpha^2}{\beta^2}$$

Where:

Z = credibility
w = weight of the ZIP code
α^2 = estimate of within ZIP code variance
β^2 = estimate of between ZIP code variance

The weight (w) is adjusted exposures when calculating claim frequency and number of claims when calculating claim severity.

The K parameters for the Bayesian Credibility Method were calculated by dividing the unbiased estimate of the within ZIP code frequency (severity) index variance by the unbiased estimate of the between ZIP code frequency (severity) index variance. The within variance and total variance were calculated directly from the data. The between variance was calculated as the difference between the total variance and the within variance.

Evaluation of Current Territories

Homogeneity Indices

The purpose of varying rates by territory is to reflect the different risk characteristics of different geographic areas. Risks located in areas with higher loss potential should be charged more than risks located in areas with lower loss potential.

The homogeneity index is a measure of how well a territory system achieves this goal. In other words, it is a measure of how much of a state's variation in loss potential is explained by the territory system.

To calculate the homogeneity index for each coverage, it is necessary to first calculate the following:

- overall “within territory” variation – a measure of the average over all territories of each territory's “within territory” variation. Each territory's “within territory” variation is

the average over all ZIP codes in the territory of the squared deviation of each ZIP code's credibility-weighted pure premium index from the territory's credibility-weighted pure premium index

- "between territory" variation – a measure of the average over all territories of the squared deviation of each territory's credibility-weighted pure premium index from the statewide credibility weighted pure premium index

- "total variation" – sum of the overall "within territory" variation and the "between territory" variation

For each territory scheme, the homogeneity index is the ratio of the "between territory" variation to the "total variation".

To calculate the all coverage combined homogeneity index, it is necessary to first calculate a weighted average of both the by-coverage "total variation" and the by-coverage "between variation". The all coverage homogeneity index is the ratio of the weighted all coverage "between variation" divided by the weighted all coverage "total variation".

Values of the homogeneity index are between zero and one. A set of territories with high "between territory" variance relative to total variance will have a homogeneity index closer to one than a set of territories with low "between territory" variance relative to total variance.

The following are the homogeneity indices under the current territory system calculated using the credibility weighted pure premium indices as described above.

	BI	PD	Comp.	Collision	Total
Current Territories Homogeneity Indices	0.71	0.67	0.70	0.56	0.68

"Within Territory" Variance

Territories with a high degree of homogeneity will have relatively low "within territory" variance. In a very homogeneous territory system, the individual coverage pure premium index for most ZIP codes will not differ significantly from the entire territory's index.

As part of this analysis, the Rate Bureau looked at the differences between ZIP code and territory indices. The following shows the percentage of ZIP codes distributed according to how their indices differed from those of the territory to which they are assigned:

NORTH CAROLINA
PRIVATE PASSENGER AUTO
REVIEW OF TERRITORY DEFINITIONS

ZIP Code Index vs. Territory Index				
Percentage of Zip Codes with (ZIP Index – Territory Index) =	BI	PD	Comp.	Collision
Below -0.75	0.5%	0.0%	0.0%	0.0%
-0.75 to -0.70	0.0%	0.0%	0.0%	0.0%
-0.70 to -0.65	0.8%	0.0%	0.0%	0.0%
-0.65 to -0.60	0.3%	0.0%	0.1%	0.0%
-0.60 to -0.50	0.4%	0.1%	0.1%	0.1%
-0.50 to -0.45	0.9%	0.3%	0.4%	0.1%
-0.45 to -0.40	2.5%	0.5%	0.8%	0.1%
-0.40 to -0.35	2.6%	1.0%	0.7%	0.4%
-0.35 to -0.30	2.9%	0.9%	1.3%	0.8%
-0.30 to -0.25	3.7%	3.3%	2.0%	2.5%
-0.25 to -0.20	5.8%	4.7%	2.8%	5.8%
-0.20 to -0.15	9.0%	8.1%	4.8%	9.2%
-0.15 to -0.10	9.3%	13.6%	9.0%	12.3%
-0.10 to -0.05	11.3%	14.9%	11.7%	13.7%
-0.05 to 0.00	10.7%	15.2%	11.1%	15.6%
0.00 to 0.05	11.4%	15.4%	9.8%	12.2%
0.05 to 0.10	7.6%	9.3%	7.7%	8.2%
0.10 to 0.15	6.2%	5.9%	9.3%	6.5%
0.15 to 0.20	5.2%	3.0%	5.1%	4.3%
0.20 to 0.25	3.1%	1.4%	4.2%	1.6%
0.25 to 0.30	1.3%	1.3%	3.5%	2.0%
0.30 to 0.35	1.7%	0.4%	3.1%	0.8%
0.35 to 0.40	0.7%	0.3%	1.6%	0.9%
0.40 to 0.45	0.8%	0.0%	2.5%	0.7%
0.45 to 0.50	0.1%	0.1%	1.8%	0.3%
0.50 to 0.55	0.1%	0.0%	2.0%	0.7%
0.55 to 0.60	0.4%	0.0%	1.0%	0.0%
0.60 to 0.65	0.5%	0.1%	0.5%	0.3%
0.65 to 0.70	0.0%	0.0%	1.2%	0.3%
0.70 to 0.75	0.3%	0.0%	0.3%	0.1%
0.75 to 0.80	0.0%	0.0%	0.3%	0.1%
0.80 to 0.85	0.0%	0.0%	0.4%	0.0%
0.85 to 0.90	0.0%	0.0%	0.0%	0.3%
0.90 to 0.95	0.0%	0.0%	0.1%	0.0%
0.95 to 1.00	0.0%	0.0%	0.0%	0.0%
Above 1.00	0.0%	0.0%	0.7%	0.3%

This table demonstrates the relatively low level of “within territory” variance by ZIP code in the current territory system.

SECTION RB2

SUPPLEMENTAL MATERIAL

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUPPLEMENTAL MATERIAL

North Carolina G.S. 58-36-15(h) specifies that the following information must be included in all policy form, rule and rate filings filed under Article 36. 11 NCAC 10.1104 specifies that additional detail be provided under each of these items. These materials are contained on the pages indicated.

	Item	Page
1.	North Carolina earned premiums at actual and current rate levels; losses and loss adjustment expenses, each on a paid and incurred basis; the loss ratio anticipated at the time rates were promulgated for the experience period.	RB2-1-154
2.	Credibility factor development and application.	RB2-155
3.	Loss development factor derivation and application on both paid and incurred bases and in both dollars and numbers of claims.	RB2-156-242
4.	Trending factor development and application.	RB2-243-285
5.	Changes in premium base resulting from rating exposure trends.	RB2-286-297
6.	Limiting factor development and application.	RB2-298
7.	Overhead expense development and application of commission and brokerage, other acquisition expenses, general expenses, taxes, licenses and fees.	RB2-299
8.	Percent rate change.	RB2-300
9.	Final proposed rates.	RB2-301
10.	Investment earnings, consisting of investment income and realized plus unrealized capital gains, from loss, loss expense and unearned premium reserves.	RB2-302-372
11.	Identification of applicable statistical plans and programs and a certification of compliance with them.	RB2-373-378
12.	Investment earnings on capital and surplus.	RB2-379
13.	Level of capital and surplus needed to support premium writings without endangering the solvency of member companies.	RB2-380
14.	Additional supplemental information (as per 11 NCAC 10.1104)	RB2-381-828

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

1. NORTH CAROLINA EARNED PREMIUMS AT THE ACTUAL AND CURRENT RATE LEVEL

LOSSES AND LOSS ADJUSTMENT EXPENSES, EACH ON PAID AND INCURRED BASES WITHOUT TRENDING OR OTHER MODIFICATION FOR THE EXPERIENCE PERIOD

LOSS RATIOS ANTICIPATED AT THE TIME THE RATES WERE PROMULGATED FOR THE EXPERIENCE PERIOD

Earned premiums at collected and current levels.		RB2-3-4
Paid/incurred losses and loss adjustment expense.		RB2-5
Anticipated loss ratios.		RB2-6
(a)	Companies excluded - rate level, trend, loss development, investment income and expenses.	RB2-7
(b)	Increased limits factors and deductible credits.	RB2-8
(c)	Adjustments to premium, losses, loss adjustment expenses and exposures.	RB2-9
(d)	Calculation of earned premium at present rates.	RB2-10
(e)	Written and earned premiums and market shares for the ten largest writers.	RB2-11
(f)	Composite loss and premium information from each of the latest two annual statements for the 50 largest writers. Part 2, lines 19 and 21 Part 3, lines 19 and 21 Statutory Page 14, lines 19.1, 19.2 and 21.1	RB2-12-20
(g)	Deviations.	RB2-21-41
(h)	Dividends.	RB2-42-43
(i)	Loss and loss adjustment expenses.	RB2-44-47
(j)	Wind and Water Losses (Comprehensive)	RB2-48
(k)	Territory data.	RB2-49-154

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
EARNED PREMIUM

I. EARNED PREMIUM AT COLLECTED LEVEL (a)

Coverage	12/31/2021	12/31/2022	12/31/2023
Bodily Injury	$1,374,847,271	$1,385,262,216	$1,407,602,583
Property Damage	1,691,166,327	1,704,112,918	1,732,755,089
Medical Payments	157,610,377	158,303,798	159,986,322
Uninsured Motorists	175,339,408	176,817,066	178,981,665
Underinsured Motorists	193,270,359	194,899,166	197,367,628
Comprehensive	936,274,765	983,350,982	1,018,013,607
Collision	2,376,387,992	2,567,180,252	2,620,706,292

II. EARNED PREMIUM AT CURRENT LEVEL (a)

Coverage	12/31/2021	12/31/2022	12/31/2023
Bodily Injury	$1,444,015,619	$1,454,954,538	$1,478,418,846
Property Damage	1,939,410,925	1,954,257,934	1,985,965,718
Medical Payments	142,324,704	142,950,874	144,548,538
Uninsured Motorists	211,379,636	213,161,019	215,666,544
Underinsured Motorists	248,547,272	250,641,932	253,588,112
Comprehensive	1,105,792,802	1,097,000,203	1,102,581,616
Collision	2,943,259,836	2,944,351,705	2,979,429,618

(a) Liability premiums are at 30/60 level for Bodily Injury, $25,000 for Property Damage, and Total Limits for Medical Payments, Uninsured Motorists, and Underinsured Motorists. For Comprehensive premiums, Full Coverage, $50, $100, $250, $500 and $1,000 Deductibles are included. For Collision, $50, $100, $200, $250, $500 and $1,000 Deductibles are included. Premiums at current level are earned premiums at present manual rates. Premiums at collected level are the earned premiums at present manual rates adjusted to a collected level. The collected level factors are as follows:

	12/31/2021	12/31/2022	12/31/2023
BI	0.9521	0.9521	0.9521
PD	0.8720	0.8720	0.8725
MP	1.1074	1.1074	1.1068
UM	0.8295	0.8295	0.8299
UIM	0.7776	0.7776	0.7783
Comp	0.8467	0.8964	0.9233
Coll	0.8074	0.8719	0.8796

Physical Damage premiums are untrended.

Liability, Uninsured Motorists, and Underinsured Motorists data is Voluntary and Ceded combined. Physical Damage data is Standard and Non-Standard business combined.

NORTH CAROLINA
MOTORCYCLE INSURANCE

I. EARNED PREMIUM AT COLLECTED LEVEL (a)

Year	Liability (b)
12/31/2021	$ 57,634,323
12/31/2022	61,245,364
12/31/2023	62,672,176

II. EARNED PREMIUM AT CURRENT LEVEL (a)

Year	Liability (b)
12/31/2021	$ 63,127,794
12/31/2022	67,153,399
12/31/2023	68,846,061

(a) Motorcycle liability earned premiums on current level are on a total limits basis and include Bodily Injury, Property Damage, Medical Payments, Uninsured Motorists and Underinsured Motorists coverage. Earned premium at collected level are the earned premium at current level adjusted to a collected level. The factors to convert to a collected level are:

	12/31/2021	12/31/2022	12/31/2023
Liability	0.9130	0.9120	0.9103

(b) Voluntary and ceded business combined.

NORTH CAROLINA
VOLUNTARY AND CEDED
PAID/INCURRED LOSSES AND ALLOCATED LOSS ADJUSTMENT EXPENSE

Year	Paid Losses(a)	Incurred Losses(a)
	Bodily Injury	
12/31/2021	$861,016,079	$951,639,447
12/31/2022	724,471,637	933,830,805
12/31/2023	393,866,707	873,750,470
	Property Damage	
12/31/2021	$1,085,955,661	$1,087,706,264
12/31/2022	1,241,654,801	1,247,879,009
12/31/2023	1,190,357,198	1,249,409,880
	Medical Payments	
12/31/2021	$68,792,866	$69,324,601
12/31/2022	64,694,018	66,336,908
12/31/2023	57,102,169	68,820,379

(a) Paid and incurred losses are undeveloped and on a total limits basis, and do not include unallocated loss adjustment expense. These expenses are reflected via a factor. For Bodily Injury and Medical Payments this factor is 10.8% for all years. For Property Damage, this factor is 11.0% for all years. These factors represent the average factor for 2019, 2021-2023. See page D-27.

NORTH CAROLINA

ANTICIPATED LOSS AND LOSS ADJUSTMENT EXPENSE RATIOS

PRIVATE PASSENGER AUTO

Coverage	12/31/2021	12/31/2022	12/31/2023
Bodily Injury	.673	.673	.673
Property Damage	.692	.692	.693
Medical Payments	.665	.665	.664
Uninsured Motorists	.639	.639	.640
Underinsured Motorists	.564	.564	.566
Comprehensive	.555	.555	.556
Collision	.546	.546	.547

MOTORCYCLES

Coverage	12/31/2021	12/31/2022	12/31/2023
Liability	.628	.628	.628

NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE

EXCLUDED COMPANIES

(The marketshare for each company mentioned, based on the total 2023 statutory Page 14 private passenger automobile written premium unless otherwise indicated, is found in parentheses after the company name.)

Garrison Property & Casualty Insurance Company (1.11%), United Services Automobile Association (3.00%), USAA Casualty Insurance Company (2.46%), and USAA General Indemnity Company (1.77%) have been excluded from loss development. Their data were inaccurately reported to their statistical agent.

ISO Minimum Plan companies have been excluded from trend and loss development. Data reported under this plan is not available in sufficient detail to allow its inclusion. Three companies (0.00%) reported data under this plan for 2021-2023.

Garrison Property & Casualty Insurance Company (1.11%), United Services Automobile Association (3.00%), USAA Casualty Insurance Company (2.46%), USAA General Indemnity Company (1.77%), and other companies (2.50% combined) have been excluded from the liability and UM/UIM rate levels. Their data were inaccurately reported to their statistical agents.

Several companies (1.19% combined) have been excluded from the physical damage rate levels. Their data were inaccurately reported to their statistical agents.

The Rate Bureau has been advised of a company (0.47% for liability, 0.49% for physical damage) that apparently is not reporting data to a statistical agent. Assuming that is true, their data have not been included for any purpose.

The increased limits review is contained in Section G.

See also prefiled testimony of P. Ericksen and P. Anderson.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
ADJUSTMENTS TO PREMIUMS AND LOSSES

Physical Damage required base class premiums per exposure were adjusted to reflect the effects of model year trend and "symbol drift". The factors used and their application are shown and described on pages C-7 and C-8.

The liability losses were adjusted by loss development factors to place them on an ultimate settlement basis. The factors used and their application are shown on pages C-1, C-3, and C-5.

The Physical Damage losses have been adjusted by a paid-to-incurred factor based on the data contained in statutory Page 14 of the Annual Statement. The factors used and their application are shown on pages C-7, C-9, and C-11.

In addition, the Comprehensive losses have been adjusted to replace the actual wind and water losses for each year with an amount commensurate with a long-term wind and water provision based on the historical ratio of wind to non-wind losses in North Carolina. The development of the Comprehensive losses is shown on pages D-12 and D-13.

PREMIUM AT PRESENT MANUAL RATES CALCULATION

The liability earned premium at manual rates (EPMR) by coverage is calculated by the following formula within each class, by territory.

EPMR = Exposures by Class x Territory Base Rate x Primary Class Rating Factor x Average Airbag Discount* x Average Out of State Factor x Average Increased Limits Factor* x [1.00+ Safe Driver Insurance Plan Factor]

*For Medical Payments only

These EPMR's are then summed over all classes and territories to generate the statewide earned premium at manual rates shown on page RB2-3.

The physical damage earned premium at manual rates by coverage is calculated by the following formula within each class, by territory:

EPMR = Exposures by Class x Territory Base Rate x Primary Class Rating Factor
x Territory Average Model Year and Symbol Factor x [1.00 +Safe Driver Insurance Plan Factor]

The EPMR's are then summed over all classes and territories to generate the statewide earned premium at manual rates which is shown on pages RB2-3. To account for model year trend, the EPMR's are adjusted by a factor of 1.047 for Comprehensive and 1.101 for Collision (see page D-39). To account for "symbol drift", the EPMR's are adjusted by a factor of 1.119 for Comprehensive and 1.049 for Collision (see page D-40). The result is trended premium at manual rates.

A hypothetical sample calculation of the earned premium at manual rates for a single class and territory combination is shown below for Bodily Injury and Full Coverage Comprehensive for a single car risk in Territory 110 for Work less than 10 miles and one SDIP point (Class 116101)

<u>Bodily Injury</u>

(1)	Earned exposures	50
(2)	Bodily Injury territory 110 base rate*	179
(3)	Primary Class rating factor	1.050
(4)	Average Out of State Factor	1.000
(5)	Combined rating factor (3)x(4)	1.050
(6)	SDIP factor	0.400
(7)	Premium at manual rates (1)x(2)x(5)x[1.000+(6)]	$13,157

<u>Full Coverage Comprehensive</u>

(1)	Earned exposures	40
(2)	Full coverage Comprehensive territory 110 base rate	136
(3)	Primary Class rating factor	1.250
(4)	Full coverage Comprehensive, territory 110 average model year and symbol factor	1.367
(5)	Combined rating factor (3)x(4)	1.709
(6)	SDIP factor	0.400
(7)	Premium at manual rates (1)x(2)x(5)x[1.000+(6)]	$13,016

*Base rate has been adjusted to a 30/60 limit basis.

EXHIBIT (1) (e)

TOP TEN AUTOMOBILE INSURANCE WRITERS

COMPANY NAME	2023(a) WRITTEN PREMIUM	2023 WRITTEN PREMIUM MARKET SHARE	2023 (a) EARNED PREMIUM	2023 EARNED PREMIUM MARKET SHARE
State Farm Mutual Automobile Insurance Company	1,264,831,797	14.9%	1,217,125,368	14.9%
North Carolina Farm Bureau Mutual Insurance Company	844,470,079	9.9%	808,277,813	9.9%
Government Employees Insurance Company	698,691,958	8.2%	735,593,433	9.0%
Integon Indemnity Corporation	539,643,949	6.4%	477,739,479	5.8%
Progressive Premier Insurance Company of Illinois	536,910,151	6.3%	506,679,913	6.2%
Allstate Property & Casualty Insurance Company	488,391,955	5.8%	476,358,842	5.8%
Progressive Southeastern Insurance Company	444,686,035	5.2%	433,631,444	5.3%
GEICO Indemnity Company	389,738,041	4.6%	344,875,321	4.2%
Erie Insurance Exchange	242,920,428	2.9%	227,389,921	2.8%
United Services Automobile Association	235,016,811	2.8%	227,767,342	2.8%
TOTAL	5,685,301,204	67.0%	5,455,438,876	66.8%
Grand Total	8,487,149,814		8,170,930,196	

(a) Per the 2023 Annual Statement, Statutory Page 14.
liab & phy dmg combined

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 UNDERWRITING AND INVESTMENT EXHIBIT
PART 1 - PREMIUMS EARNED

	Line of Business	Net Premiums Written	Unearned Premiums Dec 31 Prior Year	Unearned Premiums Dec 31 Current Year	Premiums Earned During Year
1	Fire	1,597,828,954	712,940,424	829,234,732	1,481,534,648
2.1	Allied Lines	1,671,121,049	728,569,496	842,527,837	1,557,162,708
2.2	Multiple Peril Crop	29,190,396	1,877,810	1,409,802	29,658,404
2.3	Federal Flood	(875,494)	380,037	291,831	(787,288)
2.4	Private Crop	883,349	0	0	883,349
2.5	Private Flood	58,218,725	27,982,402	29,182,433	57,018,694
3	Farmowners Multiple Peril	635,705,490	308,779,724	326,840,490	617,644,725
4	Homeowners Multiple Peril	32,296,708,760	15,388,987,576	17,361,545,801	30,324,150,535
5.1	Commercial Multiple Peril (Non-Liability)	5,211,198,290	2,427,418,933	2,707,090,712	4,931,526,512
5.2	Commercial Multiple Peril (Liability)	2,938,517,840	1,202,162,803	1,275,343,412	2,865,337,231
6	Mortgage Guaranty	0	0	0	0
8	Ocean Marine	413,104,400	102,945,177	156,205,308	359,844,268
9	Inland Marine	2,799,552,029	1,069,715,302	1,226,356,953	2,642,910,377
10	Financial Guaranty	7,735,044	27,496,923	28,683,312	6,548,655
11.1	Medical Professional Liability (Occurrence)	81,970,119	37,449,905	39,384,365	80,035,660
11.2	Medical Professional Liability (Claims Made)	123,289,086	58,978,449	60,960,555	121,306,979
12	Earthquake	244,100,624	111,916,384	123,639,891	232,377,117
13.1	Comprehensive Individual	147,759	53,623	39,007	162,375
13.2	Comprehensive Group	394,612,187	14,682,894	12,844,894	396,450,187
14	Credit Accident & Health	(5,582)	185,399	88,962	90,855
15.1	Vision Only	438	0	0	438
15.2	Dental Only	60,573,413	742,018	993,968	60,321,463
15.3	Disability Income	117,095,557	30,226,182	30,817,984	116,503,755
15.4	Medicare Supplement	344,211,736	77,494,451	79,971,160	341,735,028
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX
15.7	Long Term Care	202,020,471	60,286,179	58,978,185	203,328,466
15.8	FEHBP	0	0	0	0
15.9	Other Health	955,652,988	42,065,087	44,405,100	953,312,976
16	Workers' Compensation	2,442,188,905	745,783,390	768,232,307	2,419,739,988
17.1	Other Liability (Occurrence)	5,801,096,748	2,600,078,210	2,783,967,383	5,617,207,575
17.2	Other Liability (Claims Made)	1,837,383,619	1,084,531,551	1,060,700,542	1,861,214,629
17.3	Excess Workers' Compensation	50,919,669	18,955,244	22,678,029	47,196,884
18.1	Products Liability (Occurrence)	320,861,397	133,892,188	157,555,185	297,198,401
18.2	Products Liability (Claims Made)	27,188,178	13,009,124	12,606,881	27,590,422
19.1	Private Passenger Auto-No-Fault	6,651,740,382	1,800,874,839	1,949,459,076	6,503,156,142
19.2	Other Priv Passenger Auto Liab	61,074,762,287	16,316,296,491	17,838,815,789	59,552,242,986
19.3	Commercial Auto No Fault	146,758,965	67,644,433	74,708,256	139,695,145
19.4	Other Commercial Auto Liability	5,696,295,974	2,245,800,351	2,538,121,206	5,403,975,122
21.1	Private Passenger Auto Physical Damage	52,585,013,524	14,209,508,459	15,883,812,118	50,910,709,867
21.2	Commercial Auto Physical Damage	1,975,493,070	780,684,149	858,800,292	1,897,376,924
22	Aircraft (all perils)	38,008,148	8,619,136	13,459,660	33,167,625
23	Fidelity	31,451,683	15,949,482	13,589,074	33,812,093
24	Surety	815,296,913	457,481,212	529,847,354	742,930,768
26	Burglary & Theft	20,697,316	9,455,157	10,989,026	19,163,444
27	Boiler & Machinery	98,175,538	36,146,859	43,397,049	90,925,349
28	Credit	69,416,642	66,605,349	64,998,635	71,023,354
29	International	(2,039)	0	0	(2,039)
30	Warranty	126,414,786	48,517,380	65,130,287	109,801,879
31	Reinsurance Non-proportional Assumed Property	617,779,702	103,705,225	114,638,347	606,846,580
32	Reinsurance Non-proportional Assumed Liability	1,081,370,707	411,416,158	523,111,017	969,675,848
33	Reinsurance - Non-proportional Assumed Financial Lines	43,633,265	58,037,872	74,209,001	27,462,136
34	Aggregate Write-ins for Other Lines of Business	12,794,729	6,056,392	5,904,599	12,946,522
35	TOTALS	191,747,297,728	63,672,385,828	70,645,567,804	184,774,115,754

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 UNDERWRITING AND INVESTMENT EXHIBIT
PART 1 - PREMIUMS EARNED

	Line of Business	Net Premiums Written	Unearned Premiums Dec 31 Prior Year	Unearned Premiums Dec 31 Current Year	Premiums Earned During Year
1	Fire	1,901,105,737	862,457,609	1,025,998,988	1,737,564,358
2.1	Allied Lines	2,361,127,087	895,486,169	1,110,305,804	2,146,307,455
2.2	Multiple Peril Crop	33,825,814	1,409,802	91,789	35,143,827
2.3	Federal Flood	(1,011,545)	417,681	619,949	(1,213,813)
2.4	Private Crop	668,532	0	0	668,532
2.5	Private Flood	83,595,792	29,907,686	41,619,628	71,883,849
3	Farmowners Multiple Peril	798,674,693	391,582,020	388,352,152	801,904,558
4	Homeowners Multiple Peril	37,989,705,714	17,825,645,500	20,423,632,758	35,391,718,457
5.1	Commercial Multiple Peril (Non-Liability)	6,064,378,609	2,911,540,742	3,012,540,151	5,963,379,199
5.2	Commercial Multiple Peril (Liability)	3,127,993,752	1,376,414,868	1,336,489,166	3,167,919,456
6	Mortgage Guaranty	0	0	0	0
8	Ocean Marine	343,105,193	160,471,169	160,154,787	343,421,578
9	Inland Marine	3,131,215,497	1,360,936,444	1,423,364,678	3,068,787,265
10	Financial Guaranty	24,087,521	28,683,312	40,656,864	12,113,968
11.1	Medical Professional Liability (Occurrence)	90,277,747	39,510,129	44,774,726	85,013,148
11.2	Medical Professional Liability (Claims Made)	125,089,036	60,960,555	65,917,319	120,132,270
12	Earthquake	274,808,592	127,604,730	137,760,046	264,653,275
13.1	Comprehensive Individual	132,665	39,007	37,317	134,356
13.2	Comprehensive Group	386,675,786	13,268,559	139,938	399,804,407
14	Credit Accident & Health	(1,960)	88,962	37,184	49,819
15.1	Vision Only	461,729	0	0	461,729
15.2	Dental Only	75,771,427	993,968	1,247,990	75,517,405
15.3	Disability Income	116,903,771	30,817,296	30,726,926	116,994,141
15.4	Medicare Supplement	361,419,564	79,971,160	83,901,752	357,488,971
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX
15.7	Long Term Care	197,088,558	58,978,185	57,523,830	198,542,912
15.8	FEHBP	0	0	0	0
15.9	Other Health	1,103,478,208	44,428,707	61,329,461	1,086,577,454
16	Workers' Compensation	2,461,345,717	809,358,046	758,475,074	2,512,228,690
17.1	Other Liability (Occurrence)	6,044,679,475	2,969,574,932	3,035,657,071	5,978,597,336
17.2	Other Liability (Claims Made)	2,070,626,168	1,187,749,586	1,148,160,883	2,110,214,871
17.3	Excess Workers' Compensation	59,753,465	22,678,029	28,367,651	54,063,843
18.1	Products Liability (Occurrence)	303,458,512	160,313,241	157,463,637	306,308,116
18.2	Products Liability (Claims Made)	30,963,870	13,599,972	14,524,686	30,039,155
19.1	Private Passenger Auto-No-Fault	6,876,879,633	1,939,614,098	1,921,531,114	6,894,962,616
19.2	Other Priv Passenger Auto Liab	78,000,760,076	18,078,661,033	21,265,003,935	74,814,417,173
19.3	Commercial Auto No Fault	174,648,829	53,016,746	62,930,146	164,735,430
19.4	Other Commercial Auto Liability	6,004,441,274	2,699,884,734	2,764,166,226	5,940,159,780
21.1	Private Passenger Auto Physical Damage	67,365,795,492	16,075,211,291	19,617,528,608	63,823,478,173
21.2	Commercial Auto Physical Damage	2,154,632,055	895,509,156	934,260,405	2,115,880,810
22	Aircraft (all perils)	38,467,096	13,459,660	26,240,504	25,686,252
23	Fidelity	32,880,215	14,513,038	13,435,346	33,957,906
24	Surety	981,972,170	547,312,215	621,149,236	908,135,151
26	Burglary & Theft	22,019,764	11,285,682	10,569,406	22,736,040
27	Boiler & Machinery	112,676,214	44,178,251	51,173,346	105,681,118
28	Credit	85,507,990	65,604,984	69,639,919	81,473,054
29	International	0	0	0	0
30	Warranty	144,734,849	73,129,589	85,754,721	132,109,717
31	Reinsurance Non-proportional Assumed Property	719,463,990	114,478,943	165,917,393	668,025,538
32	Reinsurance Non-proportional Assumed Liability	1,703,335,710	523,111,017	863,477,093	1,362,969,636
33	Reinsurance - Non-proportional Assumed Financial Lines	36,634,437	74,209,001	79,289,538	31,553,902
34	Aggregate Write-ins for Other Lines of Business	13,394,202	5,904,615	6,235,723	13,063,095
35	TOTALS	234,029,648,720	72,693,972,115	83,148,174,873	223,575,445,966

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 UNDERWRITING AND INVESTMENT EXHIBIT
PART 1 - PREMIUMS EARNED

	Line of Business	Net Premiums Written	Unearned Premiums Dec 31 Prior Year	Unearned Premiums Dec 31 Current Year	Premiums Earned During Year
1	Fire	1,597,828,954	712,940,424	829,234,732	1,481,534,648
2.1	Allied Lines	1,671,121,049	728,569,496	842,527,837	1,557,162,708
2.2	Multiple Peril Crop	29,190,396	1,877,810	1,409,802	29,658,404
2.3	Federal Flood	(875,494)	380,037	291,831	(787,288)
2.4	Private Crop	883,349	0	0	883,349
2.5	Private Flood	58,218,725	27,982,402	29,182,433	57,018,694
3	Farmowners Multiple Peril	635,705,490	308,779,724	326,840,490	617,644,725
4	Homeowners Multiple Peril	32,296,708,760	15,388,987,576	17,361,545,801	30,324,150,535
5.1	Commercial Multiple Peril (Non-Liability)	5,211,198,290	2,427,418,933	2,707,090,712	4,931,526,512
5.2	Commercial Multiple Peril (Liability)	2,938,517,840	1,202,162,803	1,275,343,412	2,865,337,231
6	Mortgage Guaranty	0	0	0	0
8	Ocean Marine	413,104,400	102,945,177	156,205,308	359,844,268
9	Inland Marine	2,806,378,603	1,072,612,018	1,229,598,082	2,649,392,538
10	Financial Guaranty	7,735,044	27,496,923	28,683,312	6,548,655
11.1	Medical Professional Liability (Occurrence)	81,970,119	37,449,905	39,384,365	80,035,660
11.2	Medical Professional Liability (Claims Made)	123,289,086	58,978,449	60,960,555	121,306,979
12	Earthquake	244,100,624	111,916,384	123,639,891	232,377,117
13.1	Comprehensive Individual	147,759	53,623	39,007	162,375
13.2	Comprehensive Group	394,612,187	14,682,894	12,844,894	396,450,187
14	Credit Accident & Health	(5,582)	185,399	88,962	90,855
15.1	Vision Only	438	0	0	438
15.2	Dental Only	60,573,413	742,018	993,968	60,321,463
15.3	Disability Income	117,095,557	30,226,182	30,817,984	116,503,755
15.4	Medicare Supplement	344,211,736	77,494,451	79,971,160	341,735,028
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX
15.7	Long Term Care	202,020,471	60,286,179	58,978,185	203,328,466
15.8	FEHBP	0	0	0	0
15.9	Other Health	955,652,988	42,065,087	44,405,100	953,312,976
16	Workers' Compensation	2,442,188,905	745,783,390	768,232,307	2,419,739,988
17.1	Other Liability (Occurrence)	5,803,132,112	2,600,975,212	2,784,934,221	5,619,173,103
17.2	Other Liability (Claims Made)	1,837,387,619	1,084,531,891	1,060,700,893	1,861,218,618
17.3	Excess Workers' Compensation	50,919,669	18,955,244	22,678,029	47,196,884
18.1	Products Liability (Occurrence)	320,861,397	133,892,188	157,555,185	297,198,401
18.2	Products Liability (Claims Made)	27,188,178	13,009,124	12,606,881	27,590,422
19.1	Private Passenger Auto-No-Fault	6,708,876,785	1,814,352,425	1,963,554,225	6,559,674,982
19.2	Other Priv Passenger Auto Liab	61,417,310,064	16,397,612,861	17,929,681,399	59,885,241,522
19.3	Commercial Auto No Fault	146,758,965	67,644,433	74,708,256	139,695,145
19.4	Other Commercial Auto Liability	5,698,921,713	2,246,693,665	2,539,274,117	5,406,341,264
21.1	Private Passenger Auto Physical Damage	52,820,591,916	14,262,623,005	15,950,327,120	51,132,887,803
21.2	Commercial Auto Physical Damage	1,976,153,690	780,892,123	859,092,196	1,897,953,613
22	Aircraft (all perils)	38,008,148	8,619,136	13,459,660	33,167,625
23	Fidelity	31,451,683	15,949,482	13,589,074	33,812,093
24	Surety	815,296,913	457,481,212	529,847,354	742,930,768
26	Burglary & Theft	20,697,316	9,455,157	10,989,026	19,163,444
27	Boiler & Machinery	98,175,538	36,146,859	43,397,049	90,925,349
28	Credit	69,416,642	66,605,349	64,998,635	71,023,354
29	International	(2,039)	0	0	(2,039)
30	Warranty	126,414,786	48,517,380	65,130,287	109,801,879
31	Reinsurance Non-proportional Assumed Property	617,779,702	103,705,225	114,638,347	606,846,580
32	Reinsurance Non-proportional Assumed Liability	1,081,370,707	411,416,158	523,111,017	969,675,848
33	Reinsurance - Non-proportional Assumed Financial Lines	43,633,265	58,037,872	74,209,001	27,462,136
34	Aggregate Write-ins for Other Lines of Business	12,794,729	6,056,392	5,904,599	12,946,522
35	TOTALS	192,394,712,597	63,825,189,676	70,822,696,699	185,397,205,576

NORTH CAROLINA
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AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 UNDERWRITING AND INVESTMENT EXHIBIT
PART 1 - PREMIUMS EARNED

	Line of Business	Net Premiums Written	Unearned Premiums Dec 31 Prior Year	Unearned Premiums Dec 31 Current Year	Premiums Earned During Year
1	Fire	1,901,105,737	862,457,609	1,025,998,988	1,737,564,358
2.1	Allied Lines	2,361,127,087	895,486,169	1,110,305,804	2,146,307,455
2.2	Multiple Peril Crop	33,825,814	1,409,802	91,789	35,143,827
2.3	Federal Flood	(1,011,545)	417,681	619,949	(1,213,813)
2.4	Private Crop	668,532	0	0	668,532
2.5	Private Flood	83,595,792	29,907,686	41,619,628	71,883,849
3	Farmowners Multiple Peril	798,674,693	391,582,020	388,352,152	801,904,558
4	Homeowners Multiple Peril	37,989,705,714	17,825,645,500	20,423,632,758	35,391,718,457
5.1	Commercial Multiple Peril (Non-Liability)	6,064,387,807	2,911,540,742	3,012,544,937	5,963,383,610
5.2	Commercial Multiple Peril (Liability)	3,128,029,467	1,376,414,868	1,336,507,760	3,167,936,577
6	Mortgage Guaranty	0	0	0	0
8	Ocean Marine	343,105,193	160,471,169	160,154,787	343,421,578
9	Inland Marine	3,138,974,337	1,364,177,573	1,427,025,597	3,076,126,314
10	Financial Guaranty	24,087,521	28,683,312	40,656,864	12,113,968
11.1	Medical Professional Liability (Occurrence)	90,277,747	39,510,129	44,774,726	85,013,148
11.2	Medical Professional Liability (Claims Made)	125,089,036	60,960,555	65,917,319	120,132,270
12	Earthquake	274,808,592	127,604,730	137,760,046	264,653,275
13.1	Comprehensive Individual	132,665	39,007	37,317	134,356
13.2	Comprehensive Group	386,675,786	13,268,559	139,938	399,804,407
14	Credit Accident & Health	(1,960)	88,962	37,184	49,819
15.1	Vision Only	461,729	0	0	461,729
15.2	Dental Only	75,771,427	993,968	1,247,990	75,517,405
15.3	Disability Income	116,903,771	30,817,296	30,726,926	116,994,141
15.4	Medicare Supplement	361,419,564	79,971,160	83,901,752	357,488,971
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX
15.7	Long Term Care	197,088,558	58,978,185	57,523,830	198,542,912
15.8	FEHBP	0	0	0	0
15.9	Other Health	1,103,478,208	44,428,707	61,329,461	1,086,577,454
16	Workers' Compensation	2,461,345,717	809,358,046	758,475,074	2,512,228,690
17.1	Other Liability (Occurrence)	6,046,944,910	2,970,541,770	3,036,728,214	5,980,758,465
17.2	Other Liability (Claims Made)	2,070,630,323	1,187,749,937	1,148,161,234	2,110,219,026
17.3	Excess Workers' Compensation	59,753,465	22,678,029	28,367,651	54,063,843
18.1	Products Liability (Occurrence)	303,458,512	160,313,241	157,463,637	306,308,116
18.2	Products Liability (Claims Made)	30,963,870	13,599,972	14,524,686	30,039,155
19.1	Private Passenger Auto-No-Fault	6,939,582,770	1,953,709,247	1,936,721,532	6,956,570,484
19.2	Other Priv Passenger Auto Liab	78,430,059,435	18,169,526,643	21,377,502,955	75,222,083,122
19.3	Commercial Auto No Fault	174,648,829	53,016,746	62,930,146	164,735,430
19.4	Other Commercial Auto Liability	6,007,736,659	2,701,037,645	2,765,615,650	5,943,158,652
21.1	Private Passenger Auto Physical Damage	67,684,717,796	16,141,726,293	19,705,222,813	64,121,221,275
21.2	Commercial Auto Physical Damage	2,155,467,208	895,801,060	934,623,110	2,116,645,162
22	Aircraft (all perils)	38,467,096	13,459,660	26,240,504	25,686,252
23	Fidelity	32,880,215	14,513,038	13,435,346	33,957,906
24	Surety	981,972,170	547,312,215	621,149,236	908,135,151
26	Burglary & Theft	22,019,764	11,285,682	10,569,406	22,736,040
27	Boiler & Machinery	112,676,214	44,178,251	51,173,346	105,681,118
28	Credit	85,507,990	65,604,984	69,639,919	81,473,054
29	International	0	0	0	0
30	Warranty	144,734,849	73,129,589	85,754,721	132,109,717
31	Reinsurance Non-proportional Assumed Property	719,463,990	114,478,943	165,917,393	668,025,538
32	Reinsurance Non-proportional Assumed Liability	1,703,335,710	523,111,017	863,477,093	1,362,969,636
33	Reinsurance - Non-proportional Assumed Financial Lines	36,634,437	74,209,001	79,289,538	31,553,902
34	Aggregate Write-ins for Other Lines of Business	13,394,202	5,904,615	6,235,723	13,063,095
35	TOTALS	234,854,777,399	72,871,101,010	83,370,126,440	224,355,751,973

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 UNDERWRITING AND INVESTMENT EXHIBIT
PART 2 - UNPAID LOSSES AND LOSS ADJUSTMENT EXPENSES

		Losses Paid Less Salvage						
	Line of Business	Direct Business	Reinsurance Assumed	Reinsurance Recovered	Net Payments	Net Losses Unpaid Current Year	Net Losses Unpaid Prior Year	Losses Incurred Current Year
1	Fire	461,658,313	905,282,573	514,914,955	852,025,929	622,744,370	540,929,900	933,840,402
2.1	Allied Lines	495,701,195	1,036,793,341	666,518,960	865,975,576	767,112,932	513,080,422	1,120,008,086
2.2	Multiple Peril Crop	0	24,281,133	12,140,566	12,140,567	11,123,558	41,617	23,222,508
2.3	Federal Flood	429,673,479	14,669,666	444,958,514	(615,369)	(493,597)	(372,474)	(736,492)
2.4	Private Crop	357,147	198,897	273,017	283,027	0	290,973	(7,946)
2.5	Private Flood	6,219,248	29,784,585	23,151,692	12,852,142	15,364,845	15,283,754	12,933,233
3	Farmowners Multiple Peril	130,378,653	573,508,845	250,023,069	453,864,429	203,352,809	193,179,798	464,037,442
4	Homeowners Multiple Peril	15,691,184,380	16,637,032,812	12,907,767,411	19,420,449,781	9,280,956,219	6,903,608,142	21,797,797,857
5.1	Commercial Multiple Peril (Non-Liability)	2,061,241,238	XXX	XXX	2,971,547,038	2,164,165,907	1,587,779,669	3,547,933,276
5.2	Commercial Multiple Peril (Liability)	589,946,681	XXX	XXX	1,270,313,030	4,276,282,907	3,992,018,876	1,554,577,062
6	Mortgage Guaranty	0	0	0	0	0	0	0
8	Ocean Marine	96,218,283	276,617,053	210,115,687	162,719,648	198,588,226	230,758,466	130,549,407
9	Inland Marine	620,100,948	3,639,642,273	2,872,827,471	1,386,915,748	461,897,191	288,481,443	1,560,331,498
10	Financial Guaranty	0	0	0	0	9,160,763	3,901,452	5,259,311
11.1	Medical Professional Liability (Occurrence)	15,993,960	25,074,633	12,414,385	28,654,208	191,590,592	183,201,712	37,043,090
11.2	Medical Professional Liability (Claims Made)	2,680,010	101,863,507	56,944,493	47,599,023	267,296,124	252,749,130	62,146,018
12	Earthquake	285,029	2,860,764	1,903,297	1,242,496	14,896,812	11,611,070	4,528,238
13.1	Comprehensive Individual	837,598	0	0	837,598	1,652,732	1,483,142	1,007,188
13.2	Comprehensive Group	373,395,759	65,361,816	49,943,222	388,814,353	112,584,936	105,398,034	396,001,255
14	Credit Accident & Health	234,052	0	0	234,052	221,780	486,361	(30,529)
15.1	Vision Only	0	(21,528)	(6,121)	(15,407)	0	0	(15,407)
15.2	Dental Only	408,797	54,790,151	22,080,485	33,118,463	4,722,038	4,124,071	33,716,430
15.3	Disability Income	41,159,365	(1,217,897)	(160,392)	40,101,859	127,495,448	140,760,852	26,836,455
15.4	Medicare Supplement	224,452,739	66,878,042	33,454,813	257,875,968	31,128,464	28,861,205	260,143,227
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.7	Long Term Care	171,430,599	0	42,838,629	128,591,969	569,135,951	523,870,143	173,857,777
15.8	FEHBP	0	XXX	XXX	0	0	0	0
15.9	Other Health	66,907,438	989,658,109	484,772,680	571,792,867	240,836,462	221,860,670	590,768,660
16	Workers' Compensation	691,655,744	1,807,350,407	1,344,012,627	1,154,993,523	9,016,172,063	8,961,418,687	1,209,746,899
17.1	Other Liability (Occurrence)	1,653,567,557	3,652,069,893	2,341,149,740	2,964,487,711	11,453,157,614	10,357,900,201	4,059,745,125
17.2	Other Liability (Claims Made)	130,990,008	894,163,158	524,621,478	500,531,688	2,702,631,979	2,559,878,342	643,285,323
17.3	Excess Workers' Compensation	9,843,109	22,053,306	20,514,471	11,381,944	358,119,348	338,744,674	30,756,617
18.1	Products Liability (Occurrence)	107,504,299	205,682,184	128,943,643	184,242,838	1,708,776,471	1,759,052,572	133,966,736
18.2	Products Liability (Claims Made)	0	6,969,963	4,406,922	2,563,041	46,640,844	40,061,753	9,142,133
19.1	Private Passenger Auto-No-Fault	3,830,733,071	2,945,217,922	2,615,476,577	4,160,474,413	6,810,315,407	6,826,678,977	4,144,110,846
19.2	Other Priv Passenger Auto Liab	37,087,781,111	27,133,940,160	20,631,868,727	43,589,852,543	54,695,488,972	45,041,728,689	53,243,612,824
19.3	Commercial Auto No Fault	60,656,285	48,459,294	43,679,946	65,435,633	232,783,762	242,383,317	55,836,077
19.4	Other Commercial Auto Liability	2,464,825,765	2,685,552,220	1,549,524,240	3,600,853,743	7,910,644,015	6,748,677,803	4,762,819,958
21.1	Private Passenger Auto Physical Damage	36,014,329,923	24,114,284,764	18,864,506,800	41,264,107,886	5,668,723,131	3,436,849,753	43,495,981,261
21.2	Commercial Auto Physical Damage	1,116,835,736	790,399,916	502,000,547	1,405,235,106	229,983,708	159,372,453	1,475,846,359
22	Aircraft (all perils)	2,023,097	32,286,412	12,655,888	21,653,621	113,665,857	42,676,132	92,643,345
23	Fidelity	7,688,191	6,950,510	9,209,558	5,429,143	54,434,591	64,115,262	(4,251,526)
24	Surety	95,336,355	40,470,225	89,065,955	46,740,626	357,273,156	327,759,751	76,254,030
26	Burglary & Theft	14,469,044	394,086	7,412,344	7,450,785	5,535,650	4,494,742	8,491,696
27	Boiler & Machinery	17,516,579	28,357,338	20,798,888	25,075,029	20,513,777	24,250,695	21,338,110
28	Credit	3,793,911	25,970,061	18,948,757	10,815,215	75,883,776	55,883,414	30,815,576
29	International	0	532,548	262,985	269,563	1,939,828	2,497,312	(287,919)
30	Warranty	0	110,314,537	47,640,424	62,674,113	9,475,711	7,227,141	64,922,683
31	Reinsurance Non-proportional Assumed Property	XXX	340,939,020	152,621,873	188,317,148	837,683,017	634,130,884	391,869,281
32	Reinsurance Non-proportional Assumed Liability	XXX	494,910,772	45,725,494	449,185,277	1,172,811,222	1,138,453,642	483,542,860
33	Reinsurance - Non-proportional Assumed Financial Lines	XXX	4,670,038	2,739,254	1,930,784	26,656,203	23,929,256	4,657,731
34	Aggregate Write-ins for Other Lines of Business	748,552	1,497,251	1,746,624	499,179	1,651,253	2,842,064	(691,632)
35	TOTALS	104,790,763,250	93,877,734,341	70,036,978,038	128,631,519,554	123,082,778,822	104,544,395,931	147,169,902,444

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 UNDERWRITING AND INVESTMENT EXHIBIT
PART 2 - UNPAID LOSSES AND LOSS ADJUSTMENT EXPENSES

		Losses Paid Less Salvage						
	Line of Business	Direct Business	Reinsurance Assumed	Reinsurance Recovered	Net Payments	Net Losses Unpaid Current Year	Net Losses Unpaid Prior Year	Losses Incurred Current Year
1	Fire	552,888,066	1,061,711,966	605,716,921	1,008,883,108	674,199,191	647,846,261	1,035,236,040
2.1	Allied Lines	759,769,550	1,484,451,205	864,628,074	1,379,592,681	932,557,856	811,487,706	1,500,662,832
2.2	Multiple Peril Crop	0	49,429,622	24,714,811	24,714,811	11,531,853	11,093,262	25,153,402
2.3	Federal Flood	196,866,805	8,677,172	205,497,946	46,032	(723,420)	(576,140)	(101,248)
2.4	Private Crop	356,641	237,990	102,446	492,185	0	(73)	492,258
2.5	Private Flood	7,943,551	43,867,990	33,110,600	18,700,942	11,720,750	15,769,159	14,652,533
3	Farmowners Multiple Peril	76,480,170	672,887,972	170,739,931	578,628,211	262,491,627	212,399,462	628,720,376
4	Homeowners Multiple Peril	20,251,968,598	22,345,774,163	15,794,670,539	26,803,072,224	10,933,825,769	9,526,028,185	28,210,869,809
5.1	Commercial Multiple Peril (Non-Liability)	2,752,702,731	XXX	XXX	4,070,300,336	2,360,056,956	2,314,606,608	4,115,750,682
5.2	Commercial Multiple Peril (Liability)	700,178,849	XXX	XXX	1,487,193,369	5,089,941,916	4,667,699,829	1,909,435,461
6	Mortgage Guaranty	0	0	0	0	0	0	0
8	Ocean Marine	119,523,333	290,438,359	225,356,311	184,605,381	220,436,705	205,987,248	199,054,835
9	Inland Marine	687,425,072	4,188,605,757	3,177,770,473	1,698,260,355	588,865,209	493,955,530	1,793,170,032
10	Financial Guaranty	0	19,165	9,583	9,582	13,522,191	9,028,834	4,502,939
11.1	Medical Professional Liability (Occurrence)	17,839,811	27,447,205	13,082,584	32,204,433	191,545,155	191,625,794	32,123,794
11.2	Medical Professional Liability (Claims Made)	950,000	127,635,830	73,520,277	55,065,553	263,988,913	267,337,405	51,717,062
12	Earthquake	480,559	3,656,993	3,345,141	792,411	18,895,995	15,472,607	4,215,798
13.1	Comprehensive Individual	847,237	0	0	847,237	1,534,909	1,652,732	729,414
13.2	Comprehensive Group	382,703,893	53,640,229	44,524,102	391,820,020	60,885,931	114,214,355	338,491,596
14	Credit Accident & Health	121,895	0	0	121,895	96,100	221,780	(3,785)
15.1	Vision Only	0	145,988	72,994	72,994	24,722	0	97,716
15.2	Dental Only	457,070	65,757,997	21,112,364	45,102,703	5,593,999	4,722,038	45,974,664
15.3	Disability Income	38,522,610	60,123	226,662	38,356,071	128,459,243	127,480,892	39,334,422
15.4	Medicare Supplement	237,176,017	101,010,416	50,507,428	287,679,005	35,209,199	31,118,219	291,769,985
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.7	Long Term Care	202,890,814	0	53,306,760	149,584,054	600,536,360	569,135,951	180,984,463
15.8	FEHBP	0	XXX	XXX	0	0	0	0
15.9	Other Health	68,118,360	1,141,730,859	532,596,321	677,252,897	299,214,656	241,047,530	735,420,022
16	Workers' Compensation	710,737,650	1,828,856,262	1,328,597,026	1,210,996,884	9,053,503,255	9,190,252,175	1,074,247,962
17.1	Other Liability (Occurrence)	1,859,707,651	4,079,508,485	2,410,944,585	3,528,271,553	13,090,578,009	12,128,622,070	4,490,227,492
17.2	Other Liability (Claims Made)	156,513,662	894,628,179	459,390,691	591,751,151	3,197,468,024	2,961,190,069	828,029,104
17.3	Excess Workers' Compensation	12,219,233	18,318,146	20,746,207	9,791,172	355,408,033	358,119,348	7,079,856
18.1	Products Liability (Occurrence)	118,874,252	214,562,017	114,134,260	219,302,010	1,861,271,865	1,853,053,565	227,520,311
18.2	Products Liability (Claims Made)	0	6,600,943	3,489,855	3,111,088	64,573,662	48,023,593	19,661,155
19.1	Private Passenger Auto-No-Fault	4,131,458,183	4,919,129,080	4,420,115,352	4,630,471,913	6,198,923,788	6,758,824,891	4,070,570,811
19.2	Other Priv Passenger Auto Liab	39,890,393,308	42,957,864,701	30,687,028,035	52,161,229,976	63,666,836,282	55,184,400,257	60,643,666,000
19.3	Commercial Auto No Fault	62,474,079	60,888,586	48,270,993	75,091,673	266,979,572	241,779,825	100,291,418
19.4	Other Commercial Auto Liability	2,614,921,465	3,102,320,579	1,643,799,812	4,073,442,229	9,472,718,295	8,327,624,866	5,218,535,662
21.1	Private Passenger Auto Physical Damage	39,735,322,616	32,169,176,059	23,233,403,831	48,671,094,843	5,997,761,629	5,183,503,302	49,485,353,171
21.2	Commercial Auto Physical Damage	1,173,893,192	847,315,940	530,368,633	1,490,840,498	241,972,685	235,975,876	1,496,837,307
22	Aircraft (all perils)	1,177,710	4,520,503	35,390,205	(29,691,994)	119,785,592	113,880,342	(23,786,740)
23	Fidelity	3,839,881	9,819,749	8,420,990	5,238,641	57,532,044	54,434,903	8,335,782
24	Surety	119,578,722	136,119,217	164,115,302	91,582,638	474,947,834	363,611,906	202,918,565
26	Burglary & Theft	18,110,167	742,692	10,233,074	8,619,785	5,121,264	5,593,593	8,147,457
27	Boiler & Machinery	23,403,447	32,365,591	22,310,942	33,458,096	18,707,079	21,611,367	30,553,807
28	Credit	8,398,008	30,554,274	23,688,149	15,264,131	98,451,253	76,077,045	37,638,342
29	International	0	2,170,355	1,115,727	1,054,628	2,407,383	2,543,820	918,190
30	Warranty	0	94,349,192	5,780,643	88,568,549	10,727,964	10,377,554	88,918,959
31	Reinsurance Non-proportional Assumed Property	XXX	360,227,857	97,535,896	262,691,962	729,446,207	838,180,335	153,957,833
32	Reinsurance Non-proportional Assumed Liability	XXX	1,511,555,101	62,020,627	1,449,534,471	1,596,193,842	1,173,737,778	1,871,990,537
33	Reinsurance - Non-proportional Assumed Financial Lines	XXX	5,309,069	3,266,454	2,042,616	30,161,387	26,656,203	5,547,801
34	Aggregate Write-ins for Other Lines of Business	668,270	1,335,897	2,317,047	(312,880)	4,561,845	1,651,253	2,597,713
35	TOTALS	117,697,903,126	129,657,397,219	89,828,456,225	157,526,844,123	139,320,450,578	125,639,081,108	171,208,213,594

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 UNDERWRITING AND INVESTMENT EXHIBIT
PART 2 - UNPAID LOSSES AND LOSS ADJUSTMENT EXPENSES

		Losses Paid Less Salvage						
	Line of Business	Direct Business	Reinsurance Assumed	Reinsurance Recovered	Net Payments	Net Losses Unpaid Current Year	Net Losses Unpaid Prior Year	Losses Incurred Current Year
1	Fire	461,658,313	905,282,573	514,914,955	852,025,929	622,744,370	540,929,900	933,840,402
2.1	Allied Lines	495,701,195	1,036,793,341	666,518,960	865,975,576	767,112,932	513,080,422	1,120,008,086
2.2	Multiple Peril Crop	0	24,281,133	12,140,566	12,140,567	11,123,558	41,617	23,222,508
2.3	Federal Flood	429,673,479	14,669,666	444,958,514	(615,369)	(493,597)	(372,474)	(736,492)
2.4	Private Crop	357,147	198,897	273,017	283,027	0	290,973	(7,946)
2.5	Private Flood	6,219,248	29,784,585	23,151,692	12,852,142	15,364,845	15,283,754	12,933,233
3	Farmowners Multiple Peril	130,378,653	573,508,845	250,023,069	453,864,429	203,352,809	193,179,798	464,037,442
4	Homeowners Multiple Peril	15,632,686,047	16,637,032,812	12,849,269,078	19,420,449,781	9,280,956,219	6,903,608,142	21,797,797,857
5.1	Commercial Multiple Peril (Non-Liability)	2,061,241,238	XXX	XXX	2,971,547,038	2,164,165,907	1,587,779,669	3,547,933,276
5.2	Commercial Multiple Peril (Liability)	589,946,681	XXX	XXX	1,270,313,030	4,276,282,907	3,992,018,876	1,554,577,062
6	Mortgage Guaranty	0	0	0	0	0	0	0
8	Ocean Marine	96,218,283	276,617,053	210,115,687	162,719,648	198,588,226	230,758,466	130,549,407
9	Inland Marine	626,002,940	3,643,297,395	2,878,729,463	1,390,570,870	462,522,833	288,733,827	1,564,359,879
10	Financial Guaranty	0	0	0	0	9,160,763	3,901,452	5,259,311
11.1	Medical Professional Liability (Occurrence)	15,993,960	25,074,633	12,414,385	28,654,208	191,590,592	183,201,712	37,043,090
11.2	Medical Professional Liability (Claims Made)	2,680,010	101,863,507	56,944,493	47,599,023	267,296,124	252,749,130	62,146,018
12	Earthquake	285,029	2,860,764	1,903,297	1,242,496	14,896,812	11,611,070	4,528,238
13.1	Comprehensive Individual	837,598	0	0	837,598	1,652,732	1,483,142	1,007,188
13.2	Comprehensive Group	373,395,759	65,361,816	49,943,222	388,814,353	112,584,936	105,398,034	396,001,255
14	Credit Accident & Health	234,052	0	0	234,052	221,780	486,361	(30,529)
15.1	Vision Only	0	(21,528)	(6,121)	(15,407)	0	0	(15,407)
15.2	Dental Only	408,797	54,790,151	22,080,485	33,118,463	4,722,038	4,124,071	33,716,430
15.3	Disability Income	41,159,365	(1,217,897)	(160,392)	40,101,859	127,495,448	140,760,852	26,836,455
15.4	Medicare Supplement	224,452,739	66,878,042	33,454,813	257,875,968	31,128,464	28,861,205	260,143,227
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.7	Long Term Care	171,430,599	0	42,838,629	128,591,969	569,135,951	523,870,143	173,857,777
15.8	FEHBP	0	XXX	XXX	0	0	0	0
15.9	Other Health	66,907,438	989,658,109	484,772,680	571,792,867	240,836,462	221,860,670	590,768,660
16	Workers' Compensation	691,655,744	1,807,350,407	1,344,012,627	1,154,993,523	9,016,172,063	8,961,418,687	1,209,746,899
17.1	Other Liability (Occurrence)	1,653,280,768	3,652,906,154	2,340,862,951	2,965,323,972	11,453,850,345	10,358,545,101	4,060,629,217
17.2	Other Liability (Claims Made)	130,990,008	894,163,158	524,621,478	500,531,688	2,702,731,979	2,559,907,830	643,355,835
17.3	Excess Workers' Compensation	9,843,109	22,053,306	20,514,471	11,381,944	358,119,348	338,744,674	30,756,617
18.1	Products Liability (Occurrence)	107,504,299	205,682,184	128,943,643	184,242,838	1,708,776,471	1,759,052,572	133,966,736
18.2	Products Liability (Claims Made)	0	6,969,963	4,406,922	2,563,041	46,640,844	40,061,753	9,142,133
19.1	Private Passenger Auto-No-Fault	3,843,508,230	2,975,894,186	2,628,251,736	4,191,150,677	6,840,902,282	6,855,461,149	4,176,591,813
19.2	Other Priv Passenger Auto Liab	37,444,724,490	27,326,563,896	21,012,045,919	43,759,242,466	54,868,652,897	45,195,368,297	53,432,527,064
19.3	Commercial Auto No Fault	60,656,285	48,459,294	43,679,946	65,435,633	232,783,762	242,383,317	55,836,077
19.4	Other Commercial Auto Liability	2,464,825,765	2,686,603,076	1,549,524,240	3,601,904,599	7,913,603,142	6,750,918,074	4,764,589,670
21.1	Private Passenger Auto Physical Damage	36,522,775,540	24,324,334,168	19,386,819,950	41,460,289,757	5,675,470,026	3,444,854,529	43,690,905,252
21.2	Commercial Auto Physical Damage	1,116,835,736	790,688,340	502,000,547	1,405,523,530	230,000,500	159,399,126	1,476,124,902
22	Aircraft (all perils)	2,023,097	32,286,412	12,655,888	21,653,621	113,665,857	42,676,132	92,643,345
23	Fidelity	7,688,191	6,950,510	9,209,558	5,429,143	54,434,591	64,115,262	(4,251,526)
24	Surety	95,336,355	40,470,225	89,065,955	46,740,626	357,273,156	327,759,751	76,254,030
26	Burglary & Theft	14,469,044	394,086	7,412,344	7,450,785	5,535,650	4,494,742	8,491,696
27	Boiler & Machinery	17,516,579	28,357,338	20,798,888	25,075,029	20,513,777	24,250,695	21,338,110
28	Credit	3,793,911	25,970,061	18,948,757	10,815,215	75,883,776	55,883,414	30,815,576
29	International	0	532,548	262,985	269,563	1,939,828	2,497,312	(287,919)
30	Warranty	0	110,314,537	47,640,424	62,674,113	9,475,711	7,227,141	64,922,683
31	Reinsurance Non-proportional Assumed Property	XXX	340,939,020	152,621,873	188,317,148	837,683,017	634,130,884	391,869,281
32	Reinsurance Non-proportional Assumed Liability	XXX	494,910,772	45,725,494	449,185,277	1,172,811,222	1,138,453,642	483,542,860
33	Reinsurance - Non-proportional Assumed Financial Lines	XXX	4,670,038	2,739,254	1,930,784	26,656,203	23,929,256	4,657,731
34	Aggregate Write-ins for Other Lines of Business	748,552	1,497,251	1,746,624	499,179	1,651,253	2,842,064	(691,632)
35	TOTALS	105,616,044,274	94,316,914,410	70,899,360,408	129,033,598,277	123,297,670,810	104,738,016,203	147,593,252,882

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 UNDERWRITING AND INVESTMENT EXHIBIT
PART 2 - UNPAID LOSSES AND LOSS ADJUSTMENT EXPENSES

		Losses Paid Less Salvage						
	Line of Business	Direct Business	Reinsurance Assumed	Reinsurance Recovered	Net Payments	Net Losses Unpaid Current Year	Net Losses Unpaid Prior Year	Losses Incurred Current Year
1	Fire	552,888,066	1,061,711,966	605,716,921	1,008,883,108	674,199,191	647,846,261	1,035,236,040
2.1	Allied Lines	759,769,550	1,484,451,205	864,628,074	1,379,592,681	932,557,856	811,487,706	1,500,662,832
2.2	Multiple Peril Crop	0	49,429,622	24,714,811	24,714,811	11,531,853	11,093,262	25,153,402
2.3	Federal Flood	196,866,805	8,677,172	205,497,946	46,032	(723,420)	(576,140)	(101,248)
2.4	Private Crop	356,641	237,990	102,446	492,185	0	(73)	492,258
2.5	Private Flood	7,943,551	43,867,990	33,110,600	18,700,942	11,720,750	15,769,159	14,652,533
3	Farmowners Multiple Peril	76,480,170	672,887,972	170,739,931	578,628,211	262,491,627	212,399,462	628,720,376
4	Homeowners Multiple Peril	20,192,444,328	22,345,774,163	15,735,146,269	26,803,072,224	10,933,825,769	9,526,028,185	28,210,869,809
5.1	Commercial Multiple Peril (Non-Liability)	2,752,702,731	XXX	XXX	4,070,300,728	2,360,058,020	2,314,606,608	4,115,752,138
5.2	Commercial Multiple Peril (Liability)	700,178,849	XXX	XXX	1,487,193,576	5,089,950,019	4,667,699,829	1,909,443,770
6	Mortgage Guaranty	0	0	0	0	0	0	0
8	Ocean Marine	119,523,333	290,438,359	225,356,311	184,605,381	220,436,705	205,987,248	199,054,835
9	Inland Marine	693,179,556	4,192,151,561	3,183,524,957	1,701,806,159	589,217,579	494,581,172	1,796,442,564
10	Financial Guaranty	0	19,165	9,583	9,582	13,522,191	9,028,834	4,502,939
11.1	Medical Professional Liability (Occurrence)	17,839,811	27,447,205	13,082,584	32,204,433	191,545,155	191,625,794	32,123,794
11.2	Medical Professional Liability (Claims Made)	950,000	127,635,830	73,520,277	55,065,553	263,988,913	267,337,405	51,717,062
12	Earthquake	480,559	3,656,993	3,345,141	792,411	18,895,995	15,472,607	4,215,798
13.1	Comprehensive Individual	847,237	0	0	847,237	1,534,909	1,652,732	729,414
13.2	Comprehensive Group	382,703,893	53,640,229	44,524,102	391,820,020	60,885,931	114,214,355	338,491,596
14	Credit Accident & Health	121,895	0	0	121,895	96,100	221,780	(3,785)
15.1	Vision Only	0	145,988	72,994	72,994	24,722	0	97,716
15.2	Dental Only	457,070	65,757,997	21,112,364	45,102,703	5,593,999	4,722,038	45,974,664
15.3	Disability Income	38,522,610	60,123	226,662	38,356,071	128,459,243	127,480,892	39,334,422
15.4	Medicare Supplement	237,176,017	101,010,416	50,507,428	287,679,005	35,209,199	31,118,219	291,769,985
15.5	Medicaid Title XIX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.6	Medicaid Title XVIII	XXX	XXX	XXX	XXX	XXX	XXX	XXX
15.7	Long Term Care	202,890,814	0	53,306,760	149,584,054	600,536,360	569,135,951	180,984,463
15.8	FEHBP	0	XXX	XXX	0	0	0	0
15.9	Other Health	68,118,360	1,141,730,859	532,596,321	677,252,897	299,214,656	241,047,530	735,420,022
16	Workers' Compensation	710,737,650	1,828,856,262	1,328,597,026	1,210,996,884	9,053,503,255	9,190,252,175	1,074,247,962
17.1	Other Liability (Occurrence)	1,857,531,176	4,080,399,471	2,408,768,110	3,529,162,539	13,091,293,084	12,129,314,801	4,491,140,823
17.2	Other Liability (Claims Made)	156,513,662	894,628,179	459,390,691	591,751,151	3,197,608,023	2,961,290,069	828,069,103
17.3	Excess Workers' Compensation	12,219,233	18,318,146	20,746,207	9,791,172	355,408,033	358,119,348	7,079,856
18.1	Products Liability (Occurrence)	118,874,252	214,562,017	114,134,260	219,302,010	1,861,271,865	1,853,053,565	227,520,311
18.2	Products Liability (Claims Made)	0	6,600,943	3,489,855	3,111,088	64,573,662	48,023,593	19,661,155
19.1	Private Passenger Auto-No-Fault	4,150,464,284	4,954,147,074	4,439,121,453	4,665,489,907	6,232,485,290	6,789,411,766	4,108,563,431
19.2	Other Priv Passenger Auto Liab	40,338,212,135	43,189,815,287	31,158,731,548	52,369,295,876	63,886,831,539	55,357,564,182	60,898,563,232
19.3	Commercial Auto No Fault	62,474,079	60,888,586	48,270,993	75,091,673	266,979,572	241,779,825	100,291,418
19.4	Other Commercial Auto Liability	2,614,921,465	3,103,861,023	1,643,799,812	4,074,982,673	9,476,295,855	8,330,583,993	5,220,694,539
21.1	Private Passenger Auto Physical Damage	40,355,583,701	32,413,789,259	23,863,866,207	48,905,506,752	6,003,239,880	5,190,250,197	49,718,496,435
21.2	Commercial Auto Physical Damage	1,173,893,192	847,636,763	530,368,633	1,491,161,321	241,986,866	235,992,668	1,497,155,519
22	Aircraft (all perils)	1,177,710	4,520,503	35,390,205	(29,691,994)	119,785,592	113,880,342	(23,786,740)
23	Fidelity	3,839,881	9,819,749	8,420,990	5,238,641	57,532,044	54,434,903	8,335,782
24	Surety	119,578,722	136,119,217	164,115,302	91,582,638	474,947,834	363,611,906	202,918,565
26	Burglary & Theft	18,110,167	742,692	10,233,074	8,619,785	5,121,264	5,593,593	8,147,457
27	Boiler & Machinery	23,403,447	32,365,591	22,310,942	33,458,096	18,707,079	21,611,367	30,553,807
28	Credit	8,398,008	30,554,274	23,688,149	15,264,131	98,451,253	76,077,045	37,638,342
29	International	0	2,170,355	1,115,727	1,054,628	2,407,383	2,543,820	918,190
30	Warranty	0	94,349,192	5,780,643	88,568,549	10,727,964	10,377,554	88,918,959
31	Reinsurance Non-proportional Assumed Property	XXX	360,227,857	97,535,896	262,691,962	729,446,207	838,180,335	153,957,833
32	Reinsurance Non-proportional Assumed Liability	XXX	1,511,555,101	62,020,627	1,449,534,471	1,596,193,842	1,173,737,778	1,871,990,537
33	Reinsurance - Non-proportional Assumed Financial Lines	XXX	5,309,069	3,266,454	2,042,616	30,161,387	26,656,203	5,547,801
34	Aggregate Write-ins for Other Lines of Business	668,270	1,335,897	2,317,047	(312,880)	4,561,845	1,651,253	2,597,713
35	TOTALS	118,729,042,878	130,175,277,655	90,893,681,954	158,010,638,582	139,584,293,940	125,853,973,096	171,740,959,427

2022 NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE (a)			
	Liability (19.1)	**Liability (19.2)**	**Physical Damage (21.1)**
Written Premium	2,061	3,689,480,155	3,777,026,377
Earned Premium	1,891	3,602,509,910	3,636,921,127
Dividends	0	12,193,941	12,217,938
Unearned Prem Reserves	880	1,139,022,224	1,174,729,450
Losses Paid	0	2,729,856,437	2,499,272,001
Losses Incurred	111	2,942,386,618	2,584,513,929
Losses Unpaid	1,546	2,299,250,222	292,365,874
D & CC Exp. Paid	0	41,079,897	3,844,065
D & CC Exp. Incurred	13	50,163,458	4,938,920
D & CC Exp. Unpaid	61	159,678,132	6,741,860
Commissions	331	284,657,064	285,693,223
Taxes	691	86,624,353	84,516,093

2023 NORTH CAROLINA PRIVATE PASSENGER AUTOMOBILE INSURANCE (a)			
	Liability (19.1)	**Liability (19.2)**	**Physical Damage (21.1)**
Written Premium	2,036	3,993,213,855	4,352,679,382
Earned Premium	1,952	3,869,291,907	4,159,679,017
Dividends	0	11,752,621	11,351,656
Unearned Prem Reserves	965	1,263,208,949	1,367,028,046
Losses Paid	0	2,970,467,202	2,705,045,597
Losses Incurred	54	3,324,044,746	2,744,976,167
Losses Unpaid	1,600	2,650,315,760	278,350,834
D & CC Exp. Paid	0	43,245,247	5,092,435
D & CC Exp. Incurred	10	66,530,488	9,076,273
D & CC Exp. Unpaid	71	183,099,760	10,724,853
Commissions	290	306,770,023	335,210,991
Taxes	733	96,072,805	107,103,869

a) Top 50 Writers

Company with Deviations in 2023	AUTO	NAIC
21st Century Centennial Ins Co	x	34789
Ace American Insurance Co	x	22667
Ace Fire Underwriters Ins Co	x	20702
Ace Property & Casualty Ins Co	x	20699
AIG Prop Cas Co	x	19402
Alfa Alliance Insurance	x	18791
All American Insurance Company	x	20222
Allied Property & Casualty Company	x	42579
Allstate Indemnity Company	x	19240
Allstate Insurance Company	x	19232
Allstate Prop & Cas Ins Co	x	17230
AMCO Insurance Company	x	19100
American Automobile Ins Co	x	21849
American Bankers Ins Co of FL	x	10111
American Economy Ins Co	x	19690
American Family Connect Prop & Cas	x	29068
American Fire & Casualty Co	x	24066
American Home Assurance Co	x	19380
American Insurance Company	x	21857
American Security Insurance Co	x	42978
American Southern Insurance Co	x	10235
American States Insurance Co	x	19704
American States Preferred Ins Co	x	37214
AMEX Assurance Company	x	27928
Amica Mutual Insurance Co	x	19976
Arch Insurance Company	x	11150
Argonaut Insurance Company	x	19801
Arrowood Indemnity Co	x	24678
Associated Indemnity Corp	x	21865
Atlantic Casualty Insurance Co	x	42846
Auto Owners Insurance Co	x	18988
Bankers Standard Insurance Co	x	18279
Central Mutual Insurance Co	x	20230
Century Indemnity Company	x	20710
Charter Oak Fire Insurance Co	x	25615
Cincinnati Insurance Company	x	10677
Citizens Insurance Co of America	x	31534
Clearcover Ins Co	x	16524
Colon'l Am Cas & Surety Co	x	34347
Continental Indemnity Company	x	28258
Continental Insurance Co	x	35289
Depositors Insurance Company	x	42587
Economy Fire & Casualty Co	x	22926
Economy Preferred Insurance Co	x	38067
Economy Premier Assurance Co	x	40649
Electric Insurance Company	x	21261
Employers Mutual Casualty Co	x	21415

Encompass Indemnity Co	x	15130
Erie Insurance Company	x	26263
Erie Insurance Exchange	x	26271
Essentia Insurance Company	x	37915
Esurance Insurance Company	x	25712
Farm Bureau Insurance Co of NC	x	10034
Farmers Direct Property & Cas Ins Co	x	25321
Farmers Insurance Exchange	x	21652
Federal Insurance Company	x	20281
Federated Mutual Insurance Co	x	13935
Fidelity & Deposit Co of MD	x	39306
Fidelity & Guaranty Ins U/Ws, Inc.	x	25879
Fidelity & Guaranty Insurance Co	x	35386
Firemans Fund Ins Company	x	21873
Firemen's Ins Co of Wash, DC	x	21784
First Financial Insurance Co	x	11177
First Liberty Insurance Corp	x	33588
First National Ins Co of America	x	24724
Garrison Prop & Cas Ins Co	x	21253
GEICO Indemnity Company	x	22055
General Ins Co of America	x	24732
Generali - US Branch	x	11231
Government Employees Ins Co	x	22063
Grain Dealers Mutual Ins Co	x	22098
Graphic Arts Mutual Ins Co	x	25984
Guide One Mutual Insurance Co	x	15032
Hanover American Insurance Co	x	36064
Hanover Insurance Company	x	22292
Harleysville Preferred Ins Co	x	35696
Hartford Accident & Indemnity Co	x	22357
Hartford Casualty Insurance Co	x	29424
Hartford Fire Insurance Co	x	19682
Hartford Ins Co of the Midwest	x	37478
Hartford Underwriters Ins Co	x	30104
Horace Mann Insurance Co	x	22578
Horace Mann Prop & Cas Ins Co	x	22756
Indemnity Ins Co of N America	x	43575
Infinity Insurance Company	x	22268
Insurance Co of North America	x	22713
Integon Casualty Insurance Co	x	27930
Integon General Insurance Corp	x	22780
Integon Indemnity Corporation	x	22772
Integon National Insurance Co	x	29742
Integon Preferred Insurance Co	x	31488
Ironshore Indemnity, Inc.	x	23647
Kemper Independence Ins Co	x	10914
Lancer Insurance Company	x	26077
Liberty Mutual Insurance Co	x	23043

LM Insurance Corporation	x	33600
LM Property & Casualty Ins Co	x	32352
Maiden Specialty Insurance Co	x	37745
Main Street Am Assurance Co	x	29939
Markel Insurance Company	x	38970
Massachusetts Bay Insurance Co	x	22306
Members Insurance Company	x	12617
Merastar Insurance Company	x	31968
Metropolitan Direct Prop & Cas Co	x	25321
Metropolitan Prop & Cas Ins Co	x	26298
Midvale Indemnity Co	x	27138
Milbank Insurance Company	x	41653
Motors Insurance Corporation	x	22012
National Specialty Insurance Co	x	22608
National Surety Corporation	x	21881
Nationwide Affinity Insurance Co	x	26093
Nationwide General Insurance Co	x	23760
Nationwide Ins Co of America	x	25453
Nationwide Mutual Fire Ins Co	x	23779
Nationwide Mutual Insurance Co	x	23787
Nationwide Prop & Cas Ins Co	x	37877
NC Farm Bureau Mutual Ins Co	x	14842
Netherlands Insurance Co	x	24171
New South Insurance Company	x	12130
NGM Insurance Company	x	14788
Ohio Casualty Insurance Co	x	24074
Omni Insurance Company	x	39098
Owners Insurance Company	x	32700
PA Nat'l Mutual Casualty Ins Co	x	14990
Pacific Employers Insurance Co	x	22748
Pacific Indemnity Company	x	20346
Peak Prop & Cas Ins Corp	x	18139
Peerless Insurance Company	x	24198
Pennsylvania Ins Co	x	21962
Pharmacists Mutual Insurance Co	x	13714
Phila Indemnity Insurance Co	x	18058
Phoenix Insurance Company	x	25623
Platte River Insurance Company	x	18619
Privilege U/Ws Reciprocal Ex	x	12873
Progressive American Ins Co	x	24252
Progressive Northern Ins Co	x	38628
Progressive Preferred Ins Co	x	37834
Progressive Premier Ins Co of IL	x	21735
Progressive Southeastern Ins Co	x	38784
Progressive Universal Ins Co	x	21727
Property and Cas Ins Co of Hartford	x	34690
Providence Washington Ins Co	x	24295
Republic-Franklin Insurance Co	x	12475

Response Worldwide Ins Co	x	26050
SAFECO Ins Co of America	x	24740
Selective Ins Co of the Southeast	x	39926
Selective Insurance Co of SC	x	19259
Sentinel Insurance Company, Ltd.	x	11000
Southern Guaranty Insurance Co	x	19178
Southern Ins Company of VA	x	26867
Southern Pilot Insurance Co	x	22861
SPARTA Insurance Company	x	20613
St. Paul Fire & Marine Ins Co	x	24767
St. Paul Guardian Insurance Co	x	24775
St. Paul Mercury Insurance Co	x	24791
Standard Fire Insurance Co	x	19070
State Auto.. Prop & Cas Ins Co	x	25127
State Automobile Mutual Ins Co	x	25135
State Farm Mutual Auto.. Ins Co	x	25178
Teachers Insurance Company	x	22683
The Cincinnati Casualty Company	x	28665
The Travelers Home and Marine Ins Co	x	27998
Titan Indemnity Company	x	13242
Travelers Cas & Surety Co of Am	x	31194
Travelers Casualty & Surety Co	x	19038
Travelers Casualty Ins Coy of Am	x	19046
Travelers Indemnity Co of Am	x	25666
Travelers Indemnity Co of CT	x	25682
Travelers Indemnity Company	x	25658
Travelers Pers'l Security Ins Co	x	36145
Travelers Prop Cas Co of Am	x	25674
Truck Insurance Exchange	x	21709
Trumbull Insurance Company	x	27120
Twin City Fire Insurance Co	x	29459
United Services Auto.. Assoc	x	25941
United States Fid'l & Guaranty Co	x	25887
United States Liability Ins Co	x	25895
Unitrin Auto and Home Ins Co	x	16063
Unitrin Safeguard Insurance Co	x	40703
Universal Insurance Company	x	32972
USAA Casualty Insurance Co	x	25968
USAA General Indemnity Co	x	18600
Utica Mutual Insurance Company	x	25976
Utica National Assurance Co	x	10687
Vault Reciprocal Exchange	x	16186
Victoria Fire & Casualty Co	x	42889
Vigilant Insurance Company	x	20397
West American Insurance Co	x	44393
Wilshire Insurance Company	x	13234

Company with Deviations in 2022	AUTO	NAIC
21st Century Centennial Ins Co	x	34789
Ace American Insurance Co	x	22667
Ace Fire Underwriters Ins Co	x	20702
Ace Property & Casualty Ins Co	x	20699
AIG Prop Cas Co	x	19402
Alfa Alliance Insurance	x	18791
All American Insurance Company	x	20222
Allied Property & Casualty Company	x	42579
Allstate Indemnity Company	x	19240
Allstate Insurance Company	x	19232
Allstate Prop & Cas Ins Co	x	17230
AMCO Insurance Company	x	19100
American Automobile Ins Co	x	21849
American Bankers Ins Co of FL	x	10111
American Economy Ins Co	x	19690
American Fire & Casualty Co	x	24066
American Home Assurance Co	x	19380
American Insurance Company	x	21857
American Security Insurance Co	x	42978
American Southern Insurance Co	x	10235
American States Insurance Co	x	19704
American States Preferred Ins Co	x	37214
Amica Mutual Insurance Co	x	19976
AMEX Assurance Company	x	27928
Arch Insurance Company	x	11150
Argonaut Insurance Company	x	19801
Arrowood Indemnity Co	x	24678
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Auto Owners Insurance Co	x	18988
Bankers Standard Insurance Co	x	18279
Central Mutual Insurance Co	x	20230
Century Indemnity Company	x	20710
Charter Oak Fire Insurance Co	x	25615
Cincinnati Insurance Company	x	10677
Citizens Insurance Co of America	x	31534
Clearcover Ins Co	x	16524
Colon'l Am Cas & Surety Co	x	34347
Continental Indemnity Company	x	28258
Continental Insurance Co	x	35289
Depositors Insurance Company	x	42587
Economy Fire & Casualty Co	x	22926
Economy Preferred Insurance Co	x	38067
Economy Premier Assurance Co	x	40649
Electric Insurance Company	x	21261
Employers Mutual Casualty Co	x	21415
Encompass Indemnity Co	x	15130

Erie Insurance Company	x	26263
Erie Insurance Exchange	x	26271
Esurance Insurance Company	x	25712
Essentia Insurance Company	x	37915
Farm Bureau Insurance Co of NC	x	10034
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Federal Insurance Company	x	20281
Federated Mutual Insurance Co	x	13935
Fidelity & Deposit Co of MD	x	39306
Fidelity & Guaranty Insurance Co	x	35386
Fidelity & Guaranty Ins U/Ws, Inc.	x	25879
Firemans Fund Ins Company	x	21873
Firemen's Ins Co of Wash, DC	x	21784
First Financial Insurance Co	x	11177
First Liberty Insurance Corp	x	33588
First National Ins Co of America	x	24724
GEICO Indemnity Company	x	22055
Garrison Prop & Cas Ins Co	x	21253
General Ins Co of America	x	24732
Generali - US Branch	x	11231
Government Employees Ins Co	x	22063
Grain Dealers Mutual Ins Co	x	22098
Graphic Arts Mutual Ins Co	x	25984
Guide One Mutual Insurance Co	x	15032
Hanover American Insurance Co	x	36064
Hanover Insurance Company	x	22292
Harleysville Preferred Ins Co	x	35696
Hartford Accident & Indemnity Co	x	22357
Hartford Casualty Insurance Co	x	29424
Hartford Fire Insurance Co	x	19682
Hartford Ins Co of the Midwest	x	37478
Hartford Underwriters Ins Co	x	30104
Horace Mann Insurance Co	x	22578
Horace Mann Prop & Cas Ins Co	x	22756
American Family Connect Prop & Cas	x	29068
Indemnity Ins Co of N America	x	43575
Infinity Insurance Company	x	22268
Insurance Co of North America	x	22713
Integon Casualty Insurance Co	x	27930
Integon General Insurance Corp	x	22780
Integon Indemnity Corporation	x	22772
Integon National Insurance Co	x	29742
Integon Preferred Insurance Co	x	31488
Ironshore Indemnity, Inc.	x	23647
Kemper Independence Ins Co	x	10914
Lancer Insurance Company	x	26077
Liberty Mutual Insurance Co	x	23043

LM Insurance Corporation	x	33600
LM Property & Casualty Ins Co	x	32352
Maiden Specialty Insurance Co	x	37745
Main Street Am Assurance Co	x	29939
Markel Insurance Company	x	38970
Massachusetts Bay Insurance Co	x	22306
Members Insurance Company	x	12617
Merastar Insurance Company	x	31968
Metropolitan Direct Prop & Cas Co	x	25321
Metropolitan Prop & Cas Ins Co	x	26298
Midvale Indemnity Co	x	27138
Milbank Insurance Company	x	41653
Motors Insurance Corporation	x	22012
NGM Insurance Company	x	14788
National Specialty Insurance Co	x	22608
National Surety Corporation	x	21881
Nationwide Affinity Insurance Co	x	26093
Nationwide General Insurance Co	x	23760
Nationwide Ins Co of America	x	25453
Nationwide Mutual Fire Ins Co	x	23779
Nationwide Mutual Insurance Co	x	23787
Nationwide Prop & Cas Ins Co	x	37877
Netherlands Insurance Co	x	24171
New South Insurance Company	x	12130
NC Farm Bureau Mutual Ins Co	x	14842
Ohio Casualty Insurance Co	x	24074
Omni Insurance Company	x	39098
Owners Insurance Company	x	32700
Pacific Employers Insurance Co	x	22748
Pacific Indemnity Company	x	20346
Peak Prop & Cas Ins Corp	x	18139
Peerless Insurance Company	x	24198
Pennsylvania Ins Co	x	21962
PA Nat'l Mutual Casualty Ins Co	x	14990
Pharmacists Mutual Insurance Co	x	13714
Phila Indemnity Insurance Co	x	18058
Phoenix Insurance Company	x	25623
Platte River Insurance Company	x	18619
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Progressive American Ins Co	x	24252
Progressive Northern Ins Co	x	38628
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Progressive Premier Ins Co of IL	x	21735
Progressive Southeastern Ins Co	x	38784
Progressive Universal Ins Co	x	21727
Property and Cas Ins Co of Hartford	x	34690
Providence Washington Ins Co	x	24295
Republic-Franklin Insurance Co	x	12475

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Southern Pilot Insurance Co	x	22861
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St. Paul Fire & Marine Ins Co	x	24767
St. Paul Guardian Insurance Co	x	24775
St. Paul Mercury Insurance Co	x	24791
Standard Fire Insurance Co	x	19070
State Automobile Mutual Ins Co	x	25135
State Auto.. Prop & Cas Ins Co	x	25127
State Farm Mutual Auto.. Ins Co	x	25178
Teachers Insurance Company	x	22683
Titan Indemnity Company	x	13242
Travelers Casualty & Surety Co	x	19038
Travelers Cas & Surety Co of Am	x	31194
Travelers Casualty Ins Coy of Am	x	19046
The Travelers Home and Marine Ins Co	x	27998
Travelers Indemnity Company	x	25658
Travelers Indemnity Co of Am	x	25666
Travelers Indemnity Co of CT	x	25682
Travelers Pers'l Security Ins Co	x	36145
Travelers Prop Cas Co of Am	x	25674
Truck Insurance Exchange	x	21709
Trumbull Insurance Company	x	27120
Twin City Fire Insurance Co	x	29459
USAA Casualty Insurance Co	x	25968
USAA General Indemnity Co	x	18600
United Services Auto.. Assoc	x	25941
United States Fid'l & Guaranty Co	x	25887
United States Liability Ins Co	x	25895
Unitrin Auto and Home Ins Co	x	16063
Unitrin Safeguard Insurance Co	x	40703
Universal Insurance Company	x	32972
Utica Mutual Insurance Company	x	25976
Utica National Assurance Co	x	10687
Vault Reciprocal Exchange	x	16186
Victoria Fire & Casualty Co	x	42889
Vigilant Insurance Company	x	20397
West American Insurance Co	x	44393
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AIG Prop Cas Co	x	19402
Alfa Alliance Insurance	x	18791
All American Insurance Company	x	20222
Allied Property & Casualty Company	x	42579
Allstate Indemnity Company	x	19240
Allstate Insurance Company	x	19232
Allstate Prop & Cas Ins Co	x	17230
AMCO Insurance Company	x	19100
American Automobile Ins Co	x	21849
American Bankers Ins Co of FL	x	10111
American Economy Ins Co	x	19690
American Family Connect Prop & Cas	x	29068
American Fire & Casualty Co	x	24066
American Home Assurance Co	x	19380
American Insurance Company	x	21857
American Security Insurance Co	x	42978
American Southern Insurance Co	x	10235
American States Insurance Co	x	19704
American States Preferred Ins Co	x	37214
AMEX Assurance Company	x	27928
Amica Mutual Insurance Co	x	19976
Arch Insurance Company	x	11150
Argonaut Insurance Company	x	19801
Arrowood Indemnity Co	x	24678
Associated Indemnity Corp	x	21865
Atlantic Casualty Insurance Co	x	42846
Auto Owners Insurance Co	x	18988
Bankers Standard Insurance Co	x	18279
Central Mutual Insurance Co	x	20230
Century Indemnity Company	x	20710
Charter Oak Fire Insurance Co	x	25615
Cincinnati Insurance Company	x	10677
Citizens Insurance Co of America	x	31534
Colon'l Am Cas & Surety Co	x	34347
Continental Indemnity Company	x	28258
Continental Insurance Co	x	35289
Depositors Insurance Company	x	42587
Economy Fire & Casualty Co	x	22926
Economy Preferred Insurance Co	x	38067
Economy Premier Assurance Co	x	40649
Electric Insurance Company	x	21261
Employers Mutual Casualty Co	x	21415
Encompass Indemnity Co	x	15130

Erie Insurance Company	x	26263
Erie Insurance Exchange	x	26271
Essentia Insurance Company	x	37915
Esurance Insurance Company	x	25712
Farm Bureau Insurance Co of NC	x	10034
Farmers Insurance Exchange	x	21652
Federal Insurance Company	x	20281
Federated Mutual Insurance Co	x	13935
Fidelity & Deposit Co of MD	x	39306
Fidelity & Guaranty Ins U/Ws, Inc.	x	25879
Fidelity & Guaranty Insurance Co	x	35386
Firemans Fund Ins Company	x	21873
Firemen's Ins Co of Wash, DC	x	21784
First Financial Insurance Co	x	11177
First Liberty Insurance Corp	x	33588
First National Ins Co of America	x	24724
Garrison Prop & Cas Ins Co	x	21253
GEICO Indemnity Company	x	22055
General Ins Co of America	x	24732
Generali - US Branch	x	11231
Government Employees Ins Co	x	22063
Grain Dealers Mutual Ins Co	x	22098
Graphic Arts Mutual Ins Co	x	25984
Guide One Mutual Insurance Co	x	15032
Hanover American Insurance Co	x	36064
Hanover Insurance Company	x	22292
Harleysville Preferred Ins Co	x	35696
Hartford Accident & Indemnity Co	x	22357
Hartford Casualty Insurance Co	x	29424
Hartford Fire Insurance Co	x	19682
Hartford Ins Co of the Midwest	x	37478
Hartford Underwriters Ins Co	x	30104
Horace Mann Insurance Co	x	22578
Horace Mann Prop & Cas Ins Co	x	22756
Indemnity Ins Co of N America	x	43575
Infinity Insurance Company	x	22268
Insurance Co of North America	x	22713
Integon Casualty Insurance Co	x	27930
Integon General Insurance Corp	x	22780
Integon Indemnity Corporation	x	22772
Integon National Insurance Co	x	29742
Integon Preferred Insurance Co	x	31488
Ironshore Indemnity, Inc.	x	23647
Kemper Independence Ins Co	x	10914
Lancer Insurance Company	x	26077
Liberty Mutual Insurance Co	x	23043
LM Insurance Corporation	x	33600
LM Property & Casualty Ins Co	x	32352

Maiden Specialty Insurance Co	x	37745
Main Street Am Assurance Co	x	29939
Markel Insurance Company	x	38970
Massachusetts Bay Insurance Co	x	22306
Members Insurance Company	x	12617
Merastar Insurance Company	x	31968
Metropolitan Direct Prop & Cas Co	x	25321
Metropolitan Prop & Cas Ins Co	x	26298
Midvale Indemnity Co	x	27138
Motors Insurance Corporation	x	22012
National Specialty Insurance Co	x	22608
National Surety Corporation	x	21881
Nationwide Affinity Insurance Co	x	26093
Nationwide General Insurance Co	x	23760
Nationwide Ins Co of America	x	25453
Nationwide Mutual Fire Ins Co	x	23779
Nationwide Mutual Insurance Co	x	23787
Nationwide Prop & Cas Ins Co	x	37877
NC Farm Bureau Mutual Ins Co	x	14842
Netherlands Insurance Co	x	24171
New South Insurance Company	x	12130
NGM Insurance Company	x	14788
Ohio Casualty Insurance Co	x	24074
Omni Insurance Company	x	39098
Owners Insurance Company	x	32700
PA Nat'l Mutual Casualty Ins Co	x	14990
Pacific Employers Insurance Co	x	22748
Pacific Indemnity Company	x	20346
Peak Prop & Cas Ins Corp	x	18139
Peerless Insurance Company	x	24198
Pennsylvania Ins Co	x	21962
Pharmacists Mutual Insurance Co	x	13714
Phila Indemnity Insurance Co	x	18058
Phoenix Insurance Company	x	25623
Platte River Insurance Company	x	18619
Privilege U/Ws Reciprocal Ex	x	12873
Progressive American Ins Co	x	24252
Progressive Northern Ins Co	x	38628
Progressive Preferred Ins Co	x	37834
Progressive Premier Ins Co of IL	x	21735
Progressive Southeastern Ins Co	x	38784
Progressive Universal Ins Co	x	21727
Property and Cas Ins Co of Hartford	x	34690
Providence Washington Ins Co	x	24295
Republic-Franklin Insurance Co	x	12475
Response Worldwide Ins Co	x	26050
SAFECO Ins Co of America	x	24740
Selective Ins Co of the Southeast	x	39926

Selective Insurance Co of SC	x	19259
Sentinel Insurance Company, Ltd.	x	11000
Southern Guaranty Insurance Co	x	19178
Southern Ins Company of VA	x	26867
Southern Pilot Insurance Co	x	22861
SPARTA Insurance Company	x	20613
St. Paul Fire & Marine Ins Co	x	24767
St. Paul Guardian Insurance Co	x	24775
St. Paul Mercury Insurance Co	x	24791
Standard Fire Insurance Co	x	19070
State Auto.. Prop & Cas Ins Co	x	25127
State Automobile Mutual Ins Co	x	25135
State Farm Mutual Auto.. Ins Co	x	25178
Teachers Insurance Company	x	22683
The Travelers Home and Marine Ins Co	x	27998
Titan Indemnity Company	x	13242
Travelers Cas & Surety Co of Am	x	31194
Travelers Casualty & Surety Co	x	19038
Travelers Casualty Ins Coy of Am	x	19046
Travelers Indemnity Co of Am	x	25666
Travelers Indemnity Co of CT	x	25682
Travelers Indemnity Company	x	25658
Travelers Pers'l Security Ins Co	x	36145
Travelers Prop Cas Co of Am	x	25674
Truck Insurance Exchange	x	21709
Trumbull Insurance Company	x	27120
Twin City Fire Insurance Co	x	29459
United Services Auto.. Assoc	x	25941
United States Fid'l & Guaranty Co	x	25887
United States Liability Ins Co	x	25895
Unitrin Auto and Home Ins Co	x	16063
Unitrin Safeguard Insurance Co	x	40703
Universal Insurance Company	x	32972
USAA Casualty Insurance Co	x	25968
USAA General Indemnity Co	x	18600
Utica Mutual Insurance Company	x	25976
Utica National Assurance Co	x	10687
Vault Reciprocal Exchange	x	16186
Victoria Fire & Casualty Co	x	42889
Vigilant Insurance Company	x	20397
West American Insurance Co	x	44393
Wilshire Insurance Company	x	13234

Company with Deviations in 2020	AUTO	NAIC
21st Century Centennial Ins Co	x	34789
Ace American Insurance Co	x	22667
Ace Fire Underwriters Ins Co	x	20702
Ace Property & Casualty Ins Co	x	20699
AIG Prop Cas Co	x	19402
Alfa Alliance Insurance	x	18791
Allied Property & Casualty Company	x	42579
Allstate Indemnity Company	x	19240
Allstate Insurance Company	x	19232
Allstate Prop & Cas Ins Co	x	17230
AMCO Insurance Company	x	19100
American Automobile Ins Co	x	21849
American Bankers Ins Co of FL	x	10111
American Economy Ins Co	x	19690
American Fire & Casualty Co	x	24066
American Home Assurance Co	x	19380
American Insurance Company	x	21857
American Security Insurance Co	x	42978
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American States Insurance Co	x	19704
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Amica Mutual Insurance Co	x	19976
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Continental Insurance Co	x	35289
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Hartford Underwriters Ins Co	x	30104
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Horace Mann Prop & Cas Ins Co	x	22756
American Family Connect Prop & Cas	x	29068
Indemnity Ins Co of N America	x	43575
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Phila Indemnity Insurance Co	x	18058
Phoenix Insurance Company	x	25623
Platte River Insurance Company	x	18619
Privilege U/Ws Reciprocal Ex	x	12873
Progressive American Ins Co	x	24252
Progressive Northern Ins Co	x	38628
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Progressive Southeastern Ins Co	x	38784
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Sentinel Insurance Company, Ltd.	x	11000
Southern Guaranty Insurance Co	x	19178
Southern Ins Company of VA	x	26867
Southern Pilot Insurance Co	x	22861
SPARTA Insurance Company	x	20613
St. Paul Fire & Marine Ins Co	x	24767
St. Paul Guardian Insurance Co	x	24775
St. Paul Mercury Insurance Co	x	24791
Standard Fire Insurance Co	x	19070
State Automobile Mutual Ins Co	x	25135
State Auto.. Prop & Cas Ins Co	x	25127
State Farm Mutual Auto.. Ins Co	x	25178
Teachers Insurance Company	x	22683
Titan Indemnity Company	x	13242
Travelers Casualty & Surety Co	x	19038
Travelers Cas & Surety Co of Am	x	31194
Travelers Casualty Ins Coy of Am	x	19046
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USAA General Indemnity Co	x	18600
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United States Fid'l & Guaranty Co	x	25887
United States Liability Ins Co	x	25895
Unitrin Auto and Home Ins Co	x	16063
Unitrin Safeguard Insurance Co	x	40703
Universal Insurance Company	x	32972
Utica Mutual Insurance Company	x	25976
Utica National Assurance Co	x	10687
Victoria Fire & Casualty Co	x	42889
Vigilant Insurance Company	x	20397
West American Insurance Co	x	44393
Wilshire Insurance Company	x	13234

Company with Deviations in 2019	AUTO	NAIC
21st Century Advantage Ins Co	x	25232
21st Century Centennial Ins Co	x	34789
Ace American Insurance Co	x	22667
Ace Fire Underwriters Ins Co	x	20702
Ace Property & Casualty Ins Co	x	20699
AIG Prop Cas Co	x	19402
Alfa Alliance Insurance	x	18791
Allied Property & Casualty Company	x	42579
Allstate Indemnity Company	x	19240
Allstate Insurance Company	x	19232
Allstate Prop & Cas Ins Co	x	17230
AMCO Insurance Company	x	19100
American Automobile Ins Co	x	21849
American Bankers Ins Co of FL	x	10111
American Economy Ins Co	x	19690
American Fire & Casualty Co	x	24066
American Home Assurance Co	x	19380
American Insurance Company	x	21857
American Security Insurance Co	x	42978
American Southern Insurance Co	x	10235
American States Insurance Co	x	19704
American States Preferred Ins Co	x	37214
Amica Mutual Insurance Co	x	19976
AMEX Assurance Company	x	27928
Arch Insurance Company	x	11150
Argonaut Insurance Company	x	19801
Arrowood Indemnity Co	x	24678
Associated Indemnity Corp	x	21865
Atlantic Casualty Insurance Co	x	42846
Auto Owners Insurance Co	x	18988
Bankers Standard Insurance Co	x	18279
Central Mutual Insurance Co	x	20230
Century Indemnity Company	x	20710
Charter Oak Fire Insurance Co	x	25615
Cincinnati Insurance Company	x	10677
Citizens Insurance Co of America	x	31534
Colon'l Am Cas & Surety Co	x	34347
Continental Indemnity Company	x	28258
Continental Insurance Co	x	35289
Depositors Insurance Company	x	42587
Economy Fire & Casualty Co	x	22926
Economy Preferred Insurance Co	x	38067
Economy Premier Assurance Co	x	40649
Electric Insurance Company	x	21261
Employers Mutual Casualty Co	x	21415
Encompass Indemnity Co	x	15130
Erie Insurance Company	x	26263

Erie Insurance Exchange	x	26271
Esurance Insurance Company	x	25712
Essentia Insurance Company	x	37915
Farm Bureau Insurance Co of NC	x	10034
Farmers Insurance Exchange	x	21652
Federal Insurance Company	x	20281
Federated Mutual Insurance Co	x	13935
Fidelity & Deposit Co of MD	x	39306
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Firemans Fund Ins Company	x	21873
Firemen's Ins Co of Wash, DC	x	21784
First Financial Insurance Co	x	11177
First Liberty Insurance Corp	x	33588
First National Ins Co of America	x	24724
GEICO Indemnity Company	x	22055
Garrison Prop & Cas Ins Co	x	21253
General Ins Co of America	x	24732
Generali - US Branch	x	11231
Government Employees Ins Co	x	22063
Grain Dealers Mutual Ins Co	x	22098
Graphic Arts Mutual Ins Co	x	25984
Guide One Mutual Insurance Co	x	15032
Hanover American Insurance Co	x	36064
Hanover Insurance Company	x	22292
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Hartford Casualty Insurance Co	x	29424
Hartford Fire Insurance Co	x	19682
Hartford Ins Co of the Midwest	x	37478
Hartford Underwriters Ins Co	x	30104
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Horace Mann Prop & Cas Ins Co	x	22756
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Indemnity Ins Co of N America	x	43575
Infinity Insurance Company	x	22268
Insurance Co of North America	x	22713
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Integon General Insurance Corp	x	22780
Integon Indemnity Corporation	x	22772
Integon National Insurance Co	x	29742
Integon Preferred Insurance Co	x	31488
Ironshore Indemnity, Inc.	x	23647
Kemper Independence Ins Co	x	10914
Lamorak Ins Co	x	20621
Lancer Insurance Company	x	26077
Liberty Mutual Insurance Co	x	23043
LM Insurance Corporation	x	33600

LM Property & Casualty Ins Co	x	32352
Maiden Specialty Insurance Co	x	37745
Main Street Am Assurance Co	x	29939
Markel Insurance Company	x	38970
Massachusetts Bay Insurance Co	x	22306
Members Insurance Company	x	12617
Merastar Insurance Company	x	31968
Metropolitan Direct Prop & Cas Co	x	25321
Metropolitan Prop & Cas Ins Co	x	26298
Midvale Indemnity Co	x	27138
Motors Insurance Corporation	x	22012
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National Surety Corporation	x	21881
Nationwide Affinity Insurance Co	x	26093
Nationwide General Insurance Co	x	23760
Nationwide Ins Co of America	x	25453
Nationwide Mutual Fire Ins Co	x	23779
Nationwide Mutual Insurance Co	x	23787
Nationwide Prop & Cas Ins Co	x	37877
Netherlands Insurance Co	x	24171
New South Insurance Company	x	12130
NC Farm Bureau Mutual Ins Co	x	14842
Ohio Casualty Insurance Co	x	24074
Omni Insurance Company	x	39098
Owners Insurance Company	x	32700
Pacific Employers Insurance Co	x	22748
Pacific Indemnity Company	x	20346
Peak Prop & Cas Ins Corp	x	18139
Peerless Insurance Company	x	24198
Pennsylvania Ins Co	x	21962
PA Nat'l Mutual Casualty Ins Co	x	14990
Pharmacists Mutual Insurance Co	x	13714
Phila Indemnity Insurance Co	x	18058
Phoenix Insurance Company	x	25623
Platte River Insurance Company	x	18619
Privilege U/Ws Reciprocal Ex	x	12873
Progressive American Ins Co	x	24252
Progressive Northern Ins Co	x	38628
Progressive Preferred Ins Co	x	37834
Progressive Premier Ins Co of IL	x	21735
Progressive Southeastern Ins Co	x	38784
Progressive Universal Ins Co	x	21727
Property and Cas Ins Co of Hartford	x	34690
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Republic-Franklin Insurance Co	x	12475
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Southern Ins Company of VA	x	26867
Southern Pilot Insurance Co	x	22861
SPARTA Insurance Company	x	20613
St. Paul Fire & Marine Ins Co	x	24767
St. Paul Guardian Insurance Co	x	24775
St. Paul Mercury Insurance Co	x	24791
Standard Fire Insurance Co	x	19070
State Automobile Mutual Ins Co	x	25135
State Auto.. Prop & Cas Ins Co	x	25127
State Farm Mutual Auto.. Ins Co	x	25178
Teachers Insurance Company	x	22683
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Travelers Casualty & Surety Co	x	19038
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The Travelers Home and Marine Ins Co	x	27998
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Trumbull Insurance Company	x	27120
Twin City Fire Insurance Co	x	29459
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USAA General Indemnity Co	x	18600
United Services Auto.. Assoc	x	25941
United States Fid'l & Guaranty Co	x	25887
United States Liability Ins Co	x	25895
Unitrin Auto and Home Ins Co	x	16063
Unitrin Safeguard Insurance Co	x	40703
Universal Insurance Company	x	32972
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Utica National Assurance Co	x	10687
Victoria Fire & Casualty Co	x	42889
Vigilant Insurance Company	x	20397
West American Insurance Co	x	44393
Wilshire Insurance Company	x	13234

(ii) The Rate Bureau does not have appropriate data upon which to base an estimate of the amount of premium written at deviated rates. See pages D-41-42 and page F-9 for the available information on deviations.

(iii) The Rate Bureau does not have appropriate data upon which to base an estimate of the percentage of statewide premium written at deviated rates. See pages D-41-42 and page F-9 for the available information on deviations.

(iv) See pages D-41-42 and page F-9 for the amount of deviations on liability and physical damage business in dollars.

(v) The Rate Bureau does not have appropriate data upon which to base an estimate of the average percentage deviation on policies written by companies at deviated rates. See pages D-41-42 and page F-9 for the available information on deviations.

(vi) The average percentage deviation for all companies, as a percentage of the total premium written by all companies on liability and physical damage policies (whether they grant deviations or not), is shown on pages D-41-42 and page F-9.

COMPANIES PAYING PRIVATE PASSENGER AUTOMOBILE INSURANCE DIVIDENDS

2023

Liability	Physical Damage
United Services Automobile Association	United Services Automobile Association
USAA Casualty Insurance Company	USAA Casualty Insurance Company

2022

Liability	Physical Damage
United Services Automobile Association	United Services Automobile Association
USAA Casualty Insurance Company	USAA Casualty Insurance Company
Selective Insurance Company of America	
Selective Insurance Company of South Carolina	
Selective Insurance Company of the Southeast	

2021

Liability	Physical Damage
State Farm Mutual Automobile Ins Co	State Farm Mutual Automobile Ins Co
Erie Insurance Exchange	United Services Automobile Association
United Services Automobile Association	USAA Casualty Insurance Company
USAA Casualty Insurance Company	Amica Mutual Insurance Company
Amica Mutual Insurance Company	
Selective Insurance Company of America	
Selective Insurance Company of South Carolina	
Selective Insurance Company of the Southeast	

2020

Liability	Physical Damage
State Farm Mutual Automobile Ins Co	State Farm Mutual Automobile Ins Co
NC Farm Bureau Mutual Ins Co	NC Farm Bureau Mutual Ins Co
Erie Insurance Exchange	Erie Insurance Exchange
United Services Automobile Association	United Services Automobile Association
USAA Casualty Insurance Company	USAA Casualty Insurance Company
USAA General Indemnity Company	USAA General Indemnity Company
Erie Insurance Company	Garrison Property & Casualty Insurance Company
Garrison Property & Casualty Insurance Company	Erie Insurance Company
Amica Mutual Insurance Company	Amica Mutual Insurance Company

2019

Liability	Physical Damage
United Services Automobile Association	United Services Automobile Association
USAA Casualty Insurance Company	USAA Casualty Insurance Company
Farmers Property & Casualty Ins Co	Farmers Property & Casualty Insurance Company
Farmers Direct Property & Casualty Ins Co	Farmers Direct Property & Casualty Ins Co
Economy Premier Assurance Company	Economy Premier Assurance Company
Selective Insurance Company of America	Fletcher Reinsurance Company
	Employers Assurance Company
	Americas Insurance Company

(ii) Estimated premium of companies issuing dividends

Year	Liability (a)	Physical Damage (a)
2019	193,394,966	187,362,799
2020	1,319,818,539	1,162,475,473
2021	281,907,923	181,407,038
2022	190,000,832	185,395,763
2023	221,877,032	211,908,363

(iii) Estimated percentage of statewide premium written by companies issuing dividends

Year	Liability (a)	Physical Damage (a)
2019	5.7	5.8
2020	38.0	35.9
2021	7.9	5.2
2020	5.1	4.8
2021	5.5	4.8

(iv) See page D-31 for the amount of dividends on liability and physical damage business in dollars.

(v)(vi) The Rate Bureau does not have appropriate data upon which to base an estimate of the average percentage dividend on policies receiving dividends by all companies issuing dividends. The average percentage dividend, as a percentage of the total premium written on liability and physical damage policies, is shown on page D-31.

(a) Based on statutory Page 14 of the Annual Statement.

NORTH CAROLINA
COMPARISON OF ANNUAL STATEMENT AND FILING INFORMATION

LIABILITY

	Annual Statement		Filing	
Year	Losses	Premium	Losses	Premium
2021	2,514,679,428	3,546,177,739	2,190,228,628	3,985,678,156
2022	3,011,765,854	3,677,712,133	2,351,200,646	4,015,966,297
2023	3,392,936,015	3,936,803,708	2,534,089,670	4,078,187,758

The data are not comparable for the following reasons:

- Annual Statement premium is at total limits actual level. Filing premium is at a basic limits current manual level for Bodily Injury and Property Damage, and at a total limits current manual level for Medical Payments, Uninsured Motorists, and Underinsured Motorists.

- Annual Statement losses are on a total limits basis and do not include any loss adjustment expenses. Filing losses are on a basic limits basis for Bodily Injury and Property Damage and include allocated loss adjustment expenses.

- Annual statement losses include reserves for incurred but not reported claims. Filing losses are developed to an ultimate basis and therefore reflect reserves for incurred but not reported claims.

PHYSICAL DAMAGE

	Annual Statement		Filing	
Year	Losses	Premium	Losses	Premium
2021	2,141,375,667	3,449,695,328	1,890,652,532	4,049,052,638
2022	2,631,027,809	3,715,046,450	2,309,466,633	4,041,351,908
2023	2,787,997,753	4,234,126,488	2,475,889,837	4,082,011,234

The data are not comparable for the following reasons:

- Annual Statement premium is on an actual basis. Filing premium is at current manual level.

- Annual Statement data includes catastrophe losses for the Comprehensive coverage. Filing losses replace actual wind and water losses with a long-term wind and water provision.

NORTH CAROLINA

EXPECTED LOSS RATIOS

	10/1/2019 Implementation	12/1/2023 Implementation	12/1/2024 Implementation
Bodily Injury	.673	.704	.669
Property Damage	.692	.810	.735
Medical Payments	.665	.577	.577
Uninsured Motorists	.639	.831	.755
Underinsured Motorists	.564	.905	.798
Comprehensive	.555	.722	.714
Collision	.546	.705	.698

NORTH CAROLINA

MOTORCYCLES

EXPECTED LOSS RATIOS

	11/1/2009 Implementation	12/1/2023 Implementation	12/1/2024 Implementation
Coverage			
Liability	.628	.676	.661

Bodily Injury

Accident Year	Total Limits Paid Losses(a)	Total Limits Reserves(a)	Total Limits Loss Dev.(b)	Total Limits Dev. Losses
12/31/2021	$861,016,079	$ 90,623,368	1.023	$973,527,154
12/31/2022	724,471,637	209,359,168	1.076	1,004,801,946
12/31/2023	393,866,707	479,883,763	1.242	1,085,198,084

Accident Year	Unallocated Loss Adj. Exp.(c)	Loss Trend Factors(d)	LAE Trend Factors(d)	Trended Incurred Losses and LAE
12/31/2021	$84,793,672	1.274	1.220	$1,343,721,874
12/31/2022	86,081,741	1.210	1.173	1,316,784,237
12/31/2023	93,036,707	1.144	1.128	1,346,412,014

Property Damage

Accident Year	Total Limits Paid Losses(a)	Total Limits Reserves(a)	Total Limits Loss Dev.(b)	Total Limits Dev. Losses
12/31/2021	1,085,955,661	1,750,603	1.007	1,095,320,208
12/31/2022	1,241,654,801	6,224,208	1.013	1,264,101,436
12/31/2023	1,190,357,198	59,052,682	1.073	1,340,616,801

Accident Year	Unallocated Loss Adj. Exp.(c)	Loss Trend Factors(d)	LAE Trend Factors(d)	Trended Incurred Losses and LAE
12/31/2021	117,052,042	1.568	1.220	1,860,265,577
12/31/2022	134,007,485	1.382	1.173	1,904,178,964
12/31/2023	142,253,385	1.213	1.128	1,786,629,998

Medical Payments

Accident Year	Total Limits Paid Losses(a)	Total Limits Reserves(a)	Total Limits Loss Dev.(b)	Total Limits Dev. Losses
12/31/2021	68,792,866	531,735	1.013	70,225,821
12/31/2022	64,694,018	1,642,890	1.028	68,194,341
12/31/2023	57,102,169	11,718,210	1.051	72,330,218

Accident Year	Unallocated Loss Adj. Exp.(c)	Loss Trend Factors(d)	LAE Trend Factors(d)	Trended Incurred Losses and LAE
12/31/2021	7,584,389	1.111	1.220	87,273,842
12/31/2022	7,364,989	1.097	1.173	83,448,324
12/31/2023	7,811,664	1.078	1.128	86,783,532

(a) Data on a paid/reserve basis is available only for total limits. See page RB2-5.
(b) See RB2, pages 166-168.
(c) See pages C-1, C-3, and C-5 for the unallocated loss adjustment expense factors.
(d) Using selected trends on pages D-8-9.

See page D-12 and prefiled testimony of P. Ericksen and P. Anderson.

The following pages RB2-50-154 contain North Carolina private passenger data by territory for years ended December 31, 2021, 2022 and 2023.

Liability data is for voluntary and ceded risks. Losses are not developed and include allocated loss adjustment expense only. Excess is calculated on a 30/60/25 basis.

Physical Damage data is for standard and non-standard risks on a paid basis and does not include loss adjustment expense. Coverage codes are defined as follows:

001 Full Coverage Comprehensive
003 $50 Deductible Comprehensive
010 $100 Deductible Comprehensive
055 $250 Deductible Comprehensive
726 $500 Deductible Comprehensive
727 $1,000 Deductible Comprehensive
072 $50 Deductible Collision
073 $200 Deductible Collision
074 $100 Deductible Collision
076 $250 Deductible Collision
077 $500 Deductible Collision
078 $1,000 Deductible Collision

See also pages C-13-17.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
110	2021	97,703	13,564,198	8,243,489	2,682,609	728	11,323	0.75	84.37
	2022	98,657	14,284,043	7,040,609	3,432,361	722	9,752	0.73	71.36
	2023	100,093	15,320,037	6,772,321	1,861,076	792	8,551	0.79	67.66
	Total	296,453	43,168,278	22,056,419	7,976,046	2,242	9,838	0.76	74.40
120	2021	364,490	57,118,398	32,581,628	7,735,386	3,377	9,648	0.93	89.39
	2022	365,072	58,152,663	33,170,469	9,071,178	3,268	10,150	0.90	90.86
	2023	366,180	60,922,335	30,807,428	5,790,911	3,418	9,013	0.93	84.13
	Total	1,095,742	176,193,396	96,559,525	22,597,475	10,063	9,596	0.92	88.12
130	2021	433,876	77,201,932	48,270,610	9,824,257	4,616	10,457	1.06	111.25
	2022	435,705	78,662,272	43,589,619	7,458,484	4,241	10,278	0.97	100.04
	2023	439,753	82,649,832	41,148,906	7,088,063	4,601	8,943	1.05	93.57
	Total	1,309,334	238,514,036	133,009,135	24,370,804	13,458	9,883	1.03	101.59
140	2021	25,929	5,838,998	4,391,849	877,650	430	10,214	1.66	169.38
	2022	25,676	5,881,667	3,695,779	448,562	371	9,962	1.44	143.94
	2023	25,702	6,148,884	3,710,300	239,247	380	9,764	1.48	144.36
	Total	77,307	17,869,549	11,797,928	1,565,459	1,181	9,990	1.53	152.61
150	2021	103,908	19,513,546	14,094,767	2,811,832	1,429	9,863	1.38	135.65
	2022	104,463	20,068,206	13,550,432	3,295,714	1,387	9,770	1.33	129.72
	2023	104,900	21,204,529	13,291,916	2,238,875	1,496	8,885	1.43	126.71
	Total	313,271	60,786,281	40,937,115	8,346,421	4,312	9,494	1.38	130.68

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
170	2021	162,523	24,577,075	12,462,632	3,974,416	1,247	9,994	0.77	76.68
	2022	165,553	25,711,077	12,492,534	3,206,885	1,219	10,248	0.74	75.46
	2023	168,709	27,515,869	12,037,842	1,998,269	1,346	8,943	0.80	71.35
	Total	496,785	77,804,021	36,993,008	9,179,570	3,812	9,704	0.77	74.46
180	2021	77,581	14,256,785	8,124,106	1,495,493	819	9,920	1.06	104.72
	2022	77,250	14,531,675	8,415,570	1,838,821	808	10,415	1.05	108.94
	2023	78,069	15,295,540	7,369,368	810,959	849	8,680	1.09	94.40
	Total	232,900	44,084,000	23,909,044	4,145,273	2,476	9,656	1.06	102.66
190	2021	181,443	31,110,706	17,174,118	4,359,752	1,710	10,043	0.94	94.65
	2022	185,692	32,923,428	14,938,619	3,963,068	1,533	9,745	0.83	80.45
	2023	189,492	35,473,337	14,713,310	3,997,332	1,660	8,863	0.88	77.65
	Total	556,627	99,507,471	46,826,047	12,320,152	4,903	9,550	0.88	84.12
200	2021	85,616	15,307,870	11,721,070	3,110,058	981	11,948	1.15	136.90
	2022	89,360	16,578,718	9,388,991	1,822,022	955	9,831	1.07	105.07
	2023	93,105	18,308,375	8,889,084	1,909,941	961	9,250	1.03	95.47
	Total	268,081	50,194,963	29,999,145	6,842,021	2,897	10,355	1.08	111.90
210	2021	22,868	3,586,988	1,233,555	949,782	102	12,094	0.45	53.94
	2022	24,040	3,911,794	1,753,682	902,770	155	11,314	0.64	72.95
	2023	25,328	4,349,838	1,864,378	1,673,035	163	11,438	0.64	73.61
	Total	72,236	11,848,620	4,851,615	3,525,587	420	11,551	0.58	67.16

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
220	2021	60,673	12,354,529	7,697,738	1,278,457	710	10,842	1.17	126.87
	2022	60,609	12,683,172	6,746,217	2,260,614	622	10,846	1.03	111.31
	2023	60,804	13,334,707	6,492,510	1,061,354	714	9,093	1.17	106.78
	Total	182,086	38,372,408	20,936,465	4,600,425	2,046	10,233	1.12	114.98
230	2021	93,155	22,531,854	15,179,043	1,677,740	1,331	11,404	1.43	162.94
	2022	93,965	23,174,985	13,802,442	1,795,221	1,241	11,122	1.32	146.89
	2023	94,626	24,521,342	12,752,388	1,141,358	1,450	8,795	1.53	134.77
	Total	281,746	70,228,181	41,733,873	4,614,319	4,022	10,376	1.43	148.13
240	2021	80,793	17,226,485	11,506,008	2,028,481	1,080	10,654	1.34	142.41
	2022	80,630	17,507,452	10,170,408	1,104,295	983	10,346	1.22	126.14
	2023	80,330	18,143,636	8,570,355	1,213,937	1,013	8,460	1.26	106.69
	Total	241,753	52,877,573	30,246,771	4,346,713	3,076	9,833	1.27	125.11
250	2021	186,717	41,926,429	27,314,256	3,393,233	3,170	8,616	1.70	146.29
	2022	186,336	43,500,454	27,315,037	3,484,168	2,937	9,300	1.58	146.59
	2023	185,388	45,505,685	24,755,449	3,095,592	2,918	8,484	1.57	133.53
	Total	558,441	130,932,568	79,384,742	9,972,993	9,025	8,796	1.62	142.15
260	2021	556,900	100,658,681	61,277,005	12,826,445	6,119	10,014	1.10	110.03
	2022	568,582	105,305,433	57,096,327	10,897,131	5,942	9,609	1.05	100.42
	2023	584,103	113,811,135	59,240,622	9,920,540	6,625	8,942	1.13	101.42
	Total	1,709,585	319,775,249	177,613,954	33,644,116	18,686	9,505	1.09	103.89

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
270	2021	185,529	29,130,053	14,468,601	4,453,238	1,618	8,942	0.87	77.99
	2022	186,468	30,076,836	14,320,331	4,797,686	1,524	9,397	0.82	76.80
	2023	188,800	31,962,862	15,303,417	4,704,660	1,731	8,841	0.92	81.06
	Total	560,797	91,169,751	44,092,349	13,955,584	4,873	9,048	0.87	78.62
280	2021	161,997	34,445,836	22,950,136	3,505,580	2,506	9,158	1.55	141.67
	2022	161,677	35,811,264	21,112,792	3,900,549	2,325	9,081	1.44	130.59
	2023	162,422	38,388,325	19,940,982	3,629,688	2,481	8,037	1.53	122.77
	Total	486,096	108,645,425	64,003,910	11,035,817	7,312	8,753	1.50	131.67
290	2021	98,642	18,711,754	11,519,857	2,348,539	1,319	8,734	1.34	116.78
	2022	100,205	19,763,132	12,109,867	2,685,685	1,389	8,718	1.39	120.85
	2023	101,858	21,311,693	10,911,672	1,171,115	1,364	8,000	1.34	107.13
	Total	300,705	59,786,579	34,541,396	6,205,339	4,072	8,483	1.35	114.87
300	2021	365,110	52,248,201	26,804,702	8,755,190	3,027	8,855	0.83	73.42
	2022	369,058	54,766,574	28,337,109	10,672,779	3,145	9,010	0.85	76.78
	2023	374,615	58,778,089	26,757,133	6,732,135	3,321	8,057	0.89	71.43
	Total	1,108,783	165,792,864	81,898,944	26,160,104	9,493	8,627	0.86	73.86
310	2021	69,014	9,377,110	3,946,980	1,571,085	451	8,752	0.65	57.19
	2022	69,367	9,742,877	5,159,161	2,367,230	517	9,979	0.75	74.37
	2023	69,708	10,290,437	4,091,136	1,048,532	486	8,418	0.70	58.69
	Total	208,089	29,410,424	13,197,277	4,986,847	1,454	9,077	0.70	63.42

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
320	2021	888,733	121,438,258	64,712,996	17,930,483	6,838	9,464	0.77	72.81
	2022	896,560	124,288,506	66,440,119	17,242,149	6,634	10,015	0.74	74.11
	2023	907,504	131,941,466	62,588,066	12,721,620	7,295	8,580	0.80	68.97
	Total	2,692,797	377,668,230	193,741,181	47,894,252	20,767	9,329	0.77	71.95
340	2021	174,091	35,045,786	24,191,508	3,586,448	2,657	9,105	1.53	138.96
	2022	173,433	35,528,168	24,034,801	4,258,420	2,641	9,101	1.52	138.58
	2023	172,499	37,003,493	20,609,677	2,682,138	2,490	8,277	1.44	119.48
	Total	520,023	107,577,447	68,835,986	10,527,006	7,788	8,839	1.50	132.37
350	2021	457,651	68,330,924	38,446,311	10,075,262	4,105	9,366	0.90	84.01
	2022	459,201	69,807,876	41,771,420	10,725,506	4,037	10,347	0.88	90.97
	2023	462,013	73,563,118	39,354,727	9,265,419	4,490	8,765	0.97	85.18
	Total	1,378,865	211,701,918	119,572,458	30,066,187	12,632	9,466	0.92	86.72
360	2021	177,508	29,132,537	17,902,461	3,192,116	1,850	9,677	1.04	100.85
	2022	178,574	29,749,618	17,005,440	2,893,942	1,783	9,538	1.00	95.23
	2023	180,147	31,474,524	17,269,256	3,986,796	1,977	8,735	1.10	95.86
	Total	536,229	90,356,679	52,177,157	10,072,854	5,610	9,301	1.05	97.30
370	2021	396,002	76,911,937	43,030,463	9,802,100	4,403	9,773	1.11	108.66
	2022	400,387	79,902,021	45,832,684	9,629,262	4,624	9,912	1.15	114.47
	2023	406,747	85,890,257	44,969,484	7,118,975	4,936	9,111	1.21	110.56
	Total	1,203,136	242,704,215	133,832,631	26,550,337	13,963	9,585	1.16	111.24

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
380	2021	86,215	17,031,477	11,242,146	2,320,768	1,148	9,793	1.33	130.40
	2022	87,223	17,652,397	10,201,007	1,878,537	1,099	9,282	1.26	116.95
	2023	89,435	19,295,888	10,596,190	1,687,619	1,188	8,919	1.33	118.48
	Total	262,873	53,979,762	32,039,343	5,886,924	3,435	9,327	1.31	121.88
390	2021	237,271	43,653,262	23,924,614	10,234,266	2,387	10,023	1.01	100.83
	2022	239,697	45,621,091	23,556,109	9,042,386	2,352	10,015	0.98	98.27
	2023	242,306	48,877,446	23,735,197	6,122,501	2,498	9,502	1.03	97.96
	Total	719,274	138,151,799	71,215,920	25,399,153	7,237	9,841	1.01	99.01
420	2021	211,767	59,942,706	41,784,516	4,449,399	4,595	9,093	2.17	197.31
	2022	213,256	63,056,587	41,148,374	4,172,143	4,384	9,386	2.06	192.95
	2023	214,230	68,233,954	41,216,749	3,834,395	4,797	8,592	2.24	192.39
	Total	639,253	191,233,247	124,149,639	12,455,937	13,776	9,012	2.16	194.21
440	2021	160,409	32,703,129	20,479,453	3,118,120	2,218	9,233	1.38	127.67
	2022	163,832	34,402,029	19,466,511	3,775,670	2,130	9,139	1.30	118.82
	2023	167,596	37,249,374	21,544,306	3,371,815	2,502	8,611	1.49	128.55
	Total	491,837	104,354,532	61,490,270	10,265,605	6,850	8,977	1.39	125.02
450	2021	75,334	17,479,672	10,544,779	941,319	1,194	8,831	1.58	139.97
	2022	75,266	17,901,984	12,226,004	1,533,452	1,263	9,680	1.68	162.44
	2023	75,539	19,124,090	10,431,275	949,977	1,213	8,600	1.61	138.09
	Total	226,139	54,505,746	33,202,058	3,424,748	3,670	9,047	1.62	146.82

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
BODILY INJURY

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
460	2021	629,696	99,928,937	52,427,911	15,506,356	5,632	9,309	0.89	83.26
	2022	635,967	102,977,241	52,977,164	14,699,000	5,589	9,479	0.88	83.30
	2023	643,935	109,960,300	52,292,788	12,233,650	6,025	8,679	0.94	81.21
	Total	1,909,598	312,866,478	157,697,863	42,439,006	17,246	9,144	0.90	82.58
470	2021	155,440	27,458,030	16,906,833	3,267,212	1,738	9,728	1.12	108.77
	2022	156,072	27,954,317	15,393,303	3,040,506	1,681	9,157	1.08	98.63
	2023	157,303	29,556,311	15,534,132	2,968,605	1,817	8,549	1.16	98.75
	Total	468,815	84,968,658	47,834,268	9,276,323	5,236	9,136	1.12	102.03
480	2021	215,213	26,051,096	13,274,400	4,692,205	1,254	10,586	0.58	61.68
	2022	216,270	26,573,095	12,188,138	4,569,890	1,191	10,234	0.55	56.36
	2023	218,058	28,184,378	11,513,362	3,656,449	1,273	9,044	0.58	52.80
	Total	649,541	80,808,569	36,975,900	12,918,544	3,718	9,945	0.57	56.93
490	2021	527,698	64,159,592	31,413,652	11,619,977	3,143	9,995	0.60	59.53
	2022	529,197	65,785,292	29,770,352	10,747,298	2,998	9,930	0.57	56.26
	2023	534,547	69,861,092	31,450,629	9,297,537	3,468	9,069	0.65	58.84
	Total	1,591,442	199,805,976	92,634,633	31,664,812	9,609	9,640	0.60	58.21
Statewide	2021	7,807,495	1,319,954,771	771,244,193	180,395,254	79,932	9,649	1.02	98.78
	2022	7,873,300	1,364,237,944	756,217,421	177,613,384	77,690	9,734	0.99	96.05
	2023	7,965,844	1,453,452,178	732,526,355	141,224,115	83,738	8,748	1.05	91.96
	Total	23,646,639	4,137,644,893	2,259,987,969	499,232,753	241,360	9,364	1.02	95.57

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits for Bodily Injury.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
110	2021	97,703	15,682,485	11,528,235	356,358	2,556	4,510	2.62	117.99
	2022	98,657	16,218,672	12,429,691	394,090	2,492	4,988	2.53	125.99
	2023	100,093	17,313,627	12,256,526	603,914	2,524	4,856	2.52	122.45
	Total	296,453	49,214,784	36,214,452	1,354,362	7,572	4,783	2.55	122.16
120	2021	364,490	52,253,184	38,883,686	963,564	9,254	4,202	2.54	106.68
	2022	365,072	53,406,832	43,149,864	1,701,559	8,800	4,903	2.41	118.20
	2023	366,180	56,397,206	42,755,374	1,638,269	8,722	4,902	2.38	116.76
	Total	1,095,742	162,057,222	124,788,924	4,303,392	26,776	4,660	2.44	113.89
130	2021	433,876	65,909,597	50,942,017	1,430,003	12,103	4,209	2.79	117.41
	2022	435,705	67,069,852	55,488,888	2,421,709	11,444	4,849	2.63	127.35
	2023	439,753	71,114,213	55,761,081	2,057,007	11,455	4,868	2.60	126.80
	Total	1,309,334	204,093,662	162,191,986	5,908,719	35,002	4,634	2.67	123.87
140	2021	25,929	4,806,233	3,661,916	123,115	875	4,185	3.37	141.23
	2022	25,676	4,843,092	3,676,622	151,636	846	4,346	3.29	143.19
	2023	25,702	5,092,965	3,825,327	71,794	831	4,603	3.23	148.83
	Total	77,307	14,742,290	11,163,865	346,545	2,552	4,375	3.30	144.41
150	2021	103,908	20,047,556	16,132,590	459,602	3,905	4,131	3.76	155.26
	2022	104,463	20,764,782	17,636,946	636,550	3,622	4,869	3.47	168.83
	2023	104,900	22,255,175	18,277,634	656,757	3,658	4,997	3.49	174.24
	Total	313,271	63,067,513	52,047,170	1,752,909	11,185	4,653	3.57	166.14

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
170	2021	162,523	26,218,696	19,970,200	609,764	4,561	4,378	2.81	122.88
	2022	165,553	27,495,505	21,323,133	1,037,374	4,349	4,903	2.63	128.80
	2023	168,709	29,588,328	21,917,506	935,324	4,354	5,034	2.58	129.91
	Total	496,785	83,302,529	63,210,839	2,582,462	13,264	4,766	2.67	127.24
180	2021	77,581	16,798,911	12,075,921	181,027	2,708	4,459	3.49	155.66
	2022	77,250	17,105,773	13,184,180	592,874	2,529	5,213	3.27	170.67
	2023	78,069	18,090,138	13,063,418	367,352	2,538	5,147	3.25	167.33
	Total	232,900	51,994,822	38,323,519	1,141,253	7,775	4,929	3.34	164.55
190	2021	181,443	35,124,728	27,304,228	855,735	5,908	4,622	3.26	150.48
	2022	185,692	37,400,521	29,755,537	1,135,143	5,764	5,162	3.10	160.24
	2023	189,492	40,407,994	31,227,295	1,116,205	5,953	5,246	3.14	164.79
	Total	556,627	112,933,243	88,287,060	3,107,083	17,625	5,009	3.17	158.61
200	2021	85,616	14,836,598	13,028,274	350,843	2,883	4,519	3.37	152.17
	2022	89,360	16,120,659	14,676,791	402,539	2,803	5,236	3.14	164.24
	2023	93,105	17,919,690	14,406,595	666,818	2,745	5,248	2.95	154.73
	Total	268,081	48,876,947	42,111,660	1,420,200	8,431	4,995	3.14	157.09
210	2021	22,868	2,911,857	1,991,887	262,093	508	3,921	2.22	87.10
	2022	24,040	3,173,230	2,359,259	62,266	476	4,956	1.98	98.14
	2023	25,328	3,547,366	2,611,945	168,572	515	5,072	2.03	103.12
	Total	72,236	9,632,453	6,963,091	492,931	1,499	4,645	2.08	96.39

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
220	2021	60,673	9,161,003	6,644,625	261,873	1,562	4,254	2.57	109.52
	2022	60,609	9,363,804	7,186,251	275,110	1,454	4,942	2.40	118.57
	2023	60,804	9,867,305	7,517,526	182,157	1,502	5,005	2.47	123.64
	Total	182,086	28,392,112	21,348,402	719,140	4,518	4,725	2.48	117.24
230	2021	93,155	14,716,250	11,455,438	287,676	2,776	4,127	2.98	122.97
	2022	93,965	15,140,583	12,658,587	319,148	2,640	4,795	2.81	134.72
	2023	94,626	16,105,015	12,711,056	284,763	2,716	4,680	2.87	134.33
	Total	281,746	45,961,848	36,825,081	891,587	8,132	4,528	2.89	130.70
240	2021	80,793	12,661,255	10,223,793	283,158	2,389	4,280	2.96	126.54
	2022	80,630	12,956,135	10,772,736	249,999	2,332	4,620	2.89	133.61
	2023	80,330	13,571,489	10,071,951	155,030	2,199	4,580	2.74	125.38
	Total	241,753	39,188,879	31,068,480	688,187	6,920	4,490	2.86	128.51
250	2021	186,717	42,633,290	33,467,479	817,900	7,608	4,399	4.07	179.24
	2022	186,336	44,351,445	37,423,945	1,004,409	7,264	5,152	3.90	200.84
	2023	185,388	46,684,301	34,044,842	655,435	6,659	5,113	3.59	183.64
	Total	558,441	133,669,036	104,936,266	2,477,744	21,531	4,874	3.86	187.91
260	2021	556,900	98,565,805	78,504,682	2,441,247	17,695	4,437	3.18	140.97
	2022	568,582	103,407,985	89,729,716	3,042,336	17,482	5,133	3.07	157.81
	2023	584,103	113,035,964	91,086,995	2,997,843	17,724	5,139	3.03	155.94
	Total	1,709,585	315,009,754	259,321,393	8,481,426	52,901	4,902	3.09	151.69

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
270	2021	185,529	35,658,888	25,968,254	813,800	5,876	4,419	3.17	139.97
	2022	186,468	37,185,396	29,956,236	1,283,076	5,786	5,177	3.10	160.65
	2023	188,800	40,283,647	31,228,415	1,141,782	5,833	5,354	3.09	165.40
	Total	560,797	113,127,931	87,152,905	3,238,658	17,495	4,982	3.12	155.41
280	2021	161,997	36,794,096	29,302,659	485,515	6,597	4,442	4.07	180.88
	2022	161,677	38,612,607	33,715,953	908,259	6,623	5,091	4.10	208.54
	2023	162,422	41,673,784	33,919,215	847,684	6,746	5,028	4.15	208.83
	Total	486,096	117,080,487	96,937,827	2,241,458	19,966	4,855	4.11	199.42
290	2021	98,642	20,778,213	15,696,702	311,843	3,527	4,450	3.58	159.13
	2022	100,205	22,233,667	19,001,561	710,530	3,696	5,141	3.69	189.63
	2023	101,858	24,205,612	18,148,587	480,876	3,517	5,160	3.45	178.18
	Total	300,705	67,217,492	52,846,850	1,503,249	10,740	4,921	3.57	175.74
300	2021	365,110	69,896,329	50,186,607	1,380,138	11,256	4,459	3.08	137.46
	2022	369,058	74,326,429	60,347,133	1,642,707	11,765	5,129	3.19	163.52
	2023	374,615	80,662,767	61,522,142	2,137,638	11,860	5,187	3.17	164.23
	Total	1,108,783	224,885,525	172,055,882	5,160,483	34,881	4,933	3.15	155.18
310	2021	69,014	11,393,699	7,848,461	207,911	1,812	4,331	2.63	113.72
	2022	69,367	11,988,910	10,016,273	441,314	2,010	4,983	2.90	144.40
	2023	69,708	12,915,874	9,815,765	288,119	1,988	4,938	2.85	140.81
	Total	208,089	36,298,483	27,680,499	937,344	5,810	4,764	2.79	133.02

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
320	2021	888,733	128,282,156	95,777,178	3,020,361	22,816	4,198	2.57	107.77
	2022	896,560	131,593,404	110,366,068	5,146,820	22,227	4,965	2.48	123.10
	2023	907,504	141,663,211	110,759,709	3,933,261	22,409	4,943	2.47	122.05
	Total	2,692,797	401,538,771	316,902,955	12,100,442	67,452	4,698	2.50	117.69
340	2021	174,091	36,930,441	31,507,453	735,508	7,315	4,307	4.20	180.98
	2022	173,433	37,691,463	33,408,116	772,161	6,803	4,911	3.92	192.63
	2023	172,499	39,711,470	31,437,641	906,972	6,547	4,802	3.80	182.25
	Total	520,023	114,333,374	96,353,210	2,414,641	20,665	4,663	3.97	185.29
350	2021	457,651	76,138,225	56,449,177	1,265,779	13,828	4,082	3.02	123.35
	2022	459,201	78,515,838	66,248,352	2,098,496	13,849	4,784	3.02	144.27
	2023	462,013	84,298,651	66,131,943	2,149,608	13,561	4,877	2.94	143.14
	Total	1,378,865	238,952,714	188,829,472	5,513,883	41,238	4,579	2.99	136.95
360	2021	177,508	28,684,401	22,532,120	565,707	5,462	4,125	3.08	126.94
	2022	178,574	29,636,474	25,622,131	1,017,654	5,454	4,698	3.05	143.48
	2023	180,147	31,804,966	25,823,315	682,307	5,422	4,763	3.01	143.35
	Total	536,229	90,125,841	73,977,566	2,265,668	16,338	4,528	3.05	137.96
370	2021	396,002	77,737,547	58,051,812	1,634,738	12,625	4,598	3.19	146.59
	2022	400,387	81,407,512	69,960,608	2,721,958	13,315	5,254	3.33	174.73
	2023	406,747	88,425,329	70,965,950	2,780,957	13,299	5,336	3.27	174.47
	Total	1,203,136	247,570,388	198,978,370	7,137,653	39,239	5,071	3.26	165.38

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
380	2021	86,215	16,619,004	13,462,773	405,789	2,821	4,772	3.27	156.15
	2022	87,223	17,323,647	15,707,237	745,868	2,807	5,596	3.22	180.08
	2023	89,435	19,075,682	16,017,450	475,762	3,003	5,334	3.36	179.10
	Total	262,873	53,018,333	45,187,460	1,627,419	8,631	5,235	3.28	171.90
390	2021	237,271	50,598,150	36,958,290	1,454,984	7,644	4,835	3.22	155.76
	2022	239,697	53,645,402	44,067,415	2,307,329	8,054	5,471	3.36	183.85
	2023	242,306	58,227,368	45,351,670	1,785,978	8,181	5,544	3.38	187.17
	Total	719,274	162,470,920	126,377,375	5,548,291	23,879	5,292	3.32	175.70
420	2021	211,767	56,278,126	46,488,888	797,207	9,998	4,650	4.72	219.53
	2022	213,256	59,755,026	51,929,118	1,387,543	9,876	5,258	4.63	243.51
	2023	214,230	64,399,396	51,525,997	1,251,901	9,883	5,214	4.61	240.52
	Total	639,253	180,432,548	149,944,003	3,436,651	29,757	5,039	4.65	234.56
440	2021	160,409	33,852,394	27,063,653	426,420	5,676	4,768	3.54	168.72
	2022	163,832	35,978,074	30,928,430	955,251	5,954	5,195	3.63	188.78
	2023	167,596	39,401,610	30,988,649	837,115	6,029	5,140	3.60	184.90
	Total	491,837	109,232,078	88,980,732	2,218,786	17,659	5,039	3.59	180.92
450	2021	75,334	16,531,770	13,040,839	220,081	3,065	4,255	4.07	173.11
	2022	75,266	16,982,311	15,531,908	460,554	3,082	5,040	4.09	206.36
	2023	75,539	18,286,985	14,415,726	353,122	2,884	4,999	3.82	190.84
	Total	226,139	51,801,066	42,988,473	1,033,757	9,031	4,760	3.99	190.10

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
PROPERTY DAMAGE

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
460	2021	629,696	110,547,158	87,228,288	3,246,791	18,927	4,609	3.01	138.52
	2022	635,967	115,189,294	98,305,001	3,769,878	18,740	5,246	2.95	154.58
	2023	643,935	125,148,857	100,669,396	3,946,920	19,053	5,284	2.96	156.33
	Total	1,909,598	350,885,309	286,202,685	10,963,589	56,720	5,046	2.97	149.88
470	2021	155,440	25,517,744	21,795,624	512,198	4,906	4,443	3.16	140.22
	2022	156,072	26,134,079	23,990,604	687,912	4,757	5,043	3.05	153.71
	2023	157,303	28,098,268	23,910,857	896,273	4,665	5,126	2.97	152.01
	Total	468,815	79,750,091	69,697,085	2,096,383	14,328	4,864	3.06	148.67
480	2021	215,213	29,453,273	22,106,547	806,605	5,045	4,382	2.34	102.72
	2022	216,270	30,226,515	23,935,382	1,037,944	5,030	4,759	2.33	110.67
	2023	218,058	32,505,396	24,519,408	739,914	4,833	5,073	2.22	112.44
	Total	649,541	92,185,184	70,561,337	2,584,463	14,908	4,733	2.30	108.63
490	2021	527,698	78,640,318	60,482,599	1,968,036	13,857	4,365	2.63	114.62
	2022	529,197	81,111,433	69,314,538	2,552,803	13,970	4,962	2.64	130.98
	2023	534,547	87,784,078	69,922,995	2,606,550	13,670	5,115	2.56	130.81
	Total	1,591,442	247,535,829	199,720,132	7,127,389	41,497	4,813	2.61	125.50
Statewide	2021	7,807,495	1,372,659,380	1,057,762,895	29,943,369	240,344	4,401	3.08	135.48
	2022	7,873,300	1,428,356,351	1,203,804,210	44,074,799	238,095	5,056	3.02	152.90
	2023	7,965,844	1,539,563,727	1,208,609,901	40,799,979	237,478	5,089	2.98	151.72
	Total	23,646,639	4,340,579,458	3,470,177,006	114,818,147	715,917	4,847	3.03	146.75

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
110	2021	65,559	1,468,785	402,979	110,899	301	1,339	0.46	6.15
	2022	65,709	1,462,425	421,168	100,409	320	1,316	0.49	6.41
	2023	66,217	1,494,127	459,866	94,581	337	1,365	0.51	6.94
	Total	197,485	4,425,337	1,284,013	305,889	958	1,340	0.49	6.50
120	2021	261,760	6,067,214	2,590,640	838,964	2,185	1,186	0.83	9.90
	2022	260,337	5,849,374	2,218,256	672,149	1,850	1,199	0.71	8.52
	2023	260,072	5,921,457	2,676,064	579,944	2,000	1,338	0.77	10.29
	Total	782,169	17,838,045	7,484,960	2,091,057	6,035	1,240	0.77	9.57
130	2021	304,816	7,699,106	3,524,845	996,354	2,875	1,226	0.94	11.56
	2022	304,747	7,221,553	3,296,465	964,503	2,699	1,221	0.89	10.82
	2023	306,622	7,340,973	3,396,209	937,934	2,710	1,253	0.88	11.08
	Total	916,185	22,261,632	10,217,519	2,898,791	8,284	1,233	0.90	11.15
140	2021	15,505	610,106	298,343	96,217	250	1,193	1.61	19.24
	2022	15,175	561,260	205,181	63,885	195	1,052	1.29	13.52
	2023	15,213	567,006	198,553	51,611	197	1,008	1.29	13.05
	Total	45,893	1,738,372	702,077	211,713	642	1,094	1.40	15.30
150	2021	66,386	1,957,003	923,264	260,618	745	1,239	1.12	13.91
	2022	66,916	1,896,001	797,409	236,887	691	1,154	1.03	11.92
	2023	67,142	1,936,407	855,335	272,386	743	1,151	1.11	12.74
	Total	200,444	5,789,411	2,576,008	769,891	2,179	1,182	1.09	12.85

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
170	2021	108,937	2,708,786	1,222,147	310,678	789	1,549	0.72	11.22
	2022	111,358	2,710,230	998,417	275,268	719	1,389	0.65	8.97
	2023	113,547	2,816,882	1,065,662	256,709	708	1,505	0.62	9.39
	Total	333,842	8,235,898	3,286,226	842,655	2,216	1,483	0.66	9.84
180	2021	36,075	1,218,797	459,104	124,438	298	1,541	0.83	12.73
	2022	36,894	1,249,889	496,207	189,143	328	1,513	0.89	13.45
	2023	37,695	1,286,505	467,877	141,281	342	1,368	0.91	12.41
	Total	110,664	3,755,191	1,423,188	454,862	968	1,470	0.87	12.86
190	2021	112,478	3,226,078	1,043,960	277,836	668	1,563	0.59	9.28
	2022	116,098	3,307,291	1,080,291	297,327	630	1,715	0.54	9.30
	2023	119,151	3,443,178	965,445	208,157	572	1,688	0.48	8.10
	Total	347,727	9,976,547	3,089,696	783,320	1,870	1,652	0.54	8.89
200	2021	50,702	1,630,769	713,796	197,684	495	1,442	0.98	14.08
	2022	53,329	1,671,388	815,238	203,279	481	1,695	0.90	15.29
	2023	55,803	1,788,404	700,370	162,668	426	1,644	0.76	12.55
	Total	159,834	5,090,561	2,229,404	563,631	1,402	1,590	0.88	13.95
210	2021	16,780	460,462	121,556	28,011	72	1,688	0.43	7.24
	2022	17,723	477,510	181,886	34,612	63	2,887	0.36	10.26
	2023	18,594	517,310	296,029	32,611	103	2,874	0.55	15.92
	Total	53,097	1,455,282	599,471	95,234	238	2,519	0.45	11.29

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
220	2021	42,079	1,192,894	530,127	122,683	439	1,208	1.04	12.60
	2022	41,576	1,139,893	504,252	189,190	426	1,184	1.02	12.13
	2023	41,522	1,162,278	545,603	156,063	449	1,215	1.08	13.14
	Total	125,177	3,495,065	1,579,982	467,936	1,314	1,202	1.05	12.62
230	2021	57,795	1,711,569	897,522	312,871	816	1,100	1.41	15.53
	2022	57,192	1,587,853	753,874	222,112	733	1,028	1.28	13.18
	2023	56,270	1,598,932	770,308	269,539	724	1,064	1.29	13.69
	Total	171,257	4,898,354	2,421,704	804,522	2,273	1,065	1.33	14.14
240	2021	54,811	1,537,333	708,757	173,275	652	1,087	1.19	12.93
	2022	54,279	1,401,671	653,620	171,872	622	1,051	1.15	12.04
	2023	53,543	1,394,363	613,500	124,534	520	1,180	0.97	11.46
	Total	162,633	4,333,367	1,975,877	469,681	1,794	1,101	1.10	12.15
250	2021	83,864	3,385,082	1,407,190	414,493	1,175	1,198	1.40	16.78
	2022	84,368	3,306,108	1,476,567	428,397	1,089	1,356	1.29	17.50
	2023	84,430	3,324,032	1,568,001	350,158	1,167	1,344	1.38	18.57
	Total	252,662	10,015,222	4,451,758	1,193,048	3,431	1,298	1.36	17.62
260	2021	354,958	10,057,307	4,977,994	1,126,462	3,343	1,489	0.94	14.02
	2022	361,356	9,907,242	4,258,592	1,081,235	3,081	1,382	0.85	11.79
	2023	369,557	10,330,920	5,070,891	992,884	3,293	1,540	0.89	13.72
	Total	1,085,871	30,295,469	14,307,477	3,200,581	9,717	1,472	0.89	13.18

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
270	2021	126,214	3,220,658	1,288,729	224,592	743	1,734	0.59	10.21
	2022	127,721	3,176,020	1,291,606	234,519	742	1,741	0.58	10.11
	2023	129,555	3,259,302	1,300,982	214,025	675	1,927	0.52	10.04
	Total	383,490	9,655,980	3,881,317	673,136	2,160	1,797	0.56	10.12
280	2021	92,182	3,594,408	1,551,203	386,214	1,154	1,344	1.25	16.83
	2022	92,200	3,494,259	1,464,824	410,369	1,094	1,339	1.19	15.89
	2023	92,096	3,565,444	1,402,207	384,613	1,083	1,295	1.18	15.23
	Total	276,478	10,654,111	4,418,234	1,181,196	3,331	1,326	1.20	15.98
290	2021	55,734	1,718,408	656,725	137,027	483	1,360	0.87	11.78
	2022	56,826	1,706,901	748,304	126,516	571	1,311	1.00	13.17
	2023	57,368	1,746,915	691,428	136,897	490	1,411	0.85	12.05
	Total	169,928	5,172,224	2,096,457	400,440	1,544	1,358	0.91	12.34
300	2021	230,527	5,550,922	2,033,129	448,633	1,268	1,603	0.55	8.82
	2022	234,017	5,586,181	2,345,764	325,293	1,296	1,810	0.55	10.02
	2023	236,981	5,691,278	1,975,626	316,938	1,241	1,592	0.52	8.34
	Total	701,525	16,828,381	6,354,519	1,090,864	3,805	1,670	0.54	9.06
310	2021	44,956	907,531	235,570	46,730	152	1,550	0.34	5.24
	2022	45,435	926,614	322,348	74,040	186	1,733	0.41	7.09
	2023	45,559	942,474	226,891	77,989	136	1,668	0.30	4.98
	Total	135,950	2,776,619	784,809	198,759	474	1,656	0.35	5.77

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
320	2021	595,679	11,128,260	4,309,792	1,123,036	3,169	1,360	0.53	7.24
	2022	602,437	10,945,579	4,348,170	962,770	3,131	1,389	0.52	7.22
	2023	608,745	11,341,296	4,788,246	935,005	3,094	1,548	0.51	7.87
	Total	1,806,861	33,415,135	13,446,208	3,020,811	9,394	1,431	0.52	7.44
340	2021	93,105	3,263,427	1,464,744	423,184	1,114	1,315	1.20	15.73
	2022	92,936	3,130,073	1,294,473	416,271	1,010	1,282	1.09	13.93
	2023	92,020	3,149,282	1,293,862	327,176	945	1,369	1.03	14.06
	Total	278,061	9,542,782	4,053,079	1,166,631	3,069	1,321	1.10	14.58
350	2021	297,770	6,917,004	2,850,705	540,959	1,765	1,615	0.59	9.57
	2022	300,284	6,900,269	2,761,874	612,885	1,769	1,561	0.59	9.20
	2023	302,687	7,090,938	2,978,733	646,990	1,743	1,709	0.58	9.84
	Total	900,741	20,908,211	8,591,312	1,800,834	5,277	1,628	0.59	9.54
360	2021	113,453	2,973,770	1,399,904	384,167	989	1,415	0.87	12.34
	2022	114,216	2,836,877	1,169,953	329,856	847	1,381	0.74	10.24
	2023	115,005	2,913,372	1,237,035	305,019	864	1,432	0.75	10.76
	Total	342,674	8,724,019	3,806,892	1,019,042	2,700	1,410	0.79	11.11
370	2021	253,812	8,112,534	3,324,937	875,164	2,213	1,502	0.87	13.10
	2022	256,340	7,852,777	3,220,467	791,992	2,069	1,557	0.81	12.56
	2023	259,483	8,064,483	3,386,557	1,064,220	2,154	1,572	0.83	13.05
	Total	769,635	24,029,794	9,931,961	2,731,376	6,436	1,543	0.84	12.90

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
380	2021	59,614	1,546,361	793,766	175,522	636	1,248	1.07	13.32
	2022	60,262	1,485,786	888,119	231,618	607	1,463	1.01	14.74
	2023	61,304	1,537,969	818,659	229,822	635	1,289	1.04	13.35
	Total	181,180	4,570,116	2,500,544	636,962	1,878	1,331	1.04	13.80
390	2021	151,774	4,215,548	1,650,823	422,106	1,035	1,595	0.68	10.88
	2022	155,801	4,233,869	1,695,631	588,170	1,016	1,669	0.65	10.88
	2023	158,278	4,323,147	1,508,519	424,798	1,000	1,509	0.63	9.53
	Total	465,853	12,772,564	4,854,973	1,435,074	3,051	1,591	0.65	10.42
420	2021	96,138	5,654,247	2,603,921	810,204	2,052	1,269	2.13	27.09
	2022	97,354	5,537,170	2,298,900	718,816	1,897	1,212	1.95	23.61
	2023	98,010	5,644,749	2,764,344	782,844	1,953	1,415	1.99	28.20
	Total	291,502	16,836,166	7,667,165	2,311,864	5,902	1,299	2.02	26.30
440	2021	88,738	3,160,111	1,475,915	394,329	1,042	1,416	1.17	16.63
	2022	90,855	3,136,504	1,387,650	414,965	967	1,435	1.06	15.27
	2023	93,065	3,239,547	1,522,908	442,132	1,069	1,425	1.15	16.36
	Total	272,658	9,536,162	4,386,473	1,251,426	3,078	1,425	1.13	16.09
450	2021	39,823	1,161,937	687,750	160,586	491	1,401	1.23	17.27
	2022	40,016	1,139,498	685,453	196,199	495	1,385	1.24	17.13
	2023	40,368	1,175,921	661,329	172,340	501	1,320	1.24	16.38
	Total	120,207	3,477,356	2,034,532	529,125	1,487	1,368	1.24	16.93

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE LIABILITY EXPERIENCE (1)
PRIVATE PASSENGER - VOLUNTARY AND CEDED RISKS
MEDICAL PAYMENTS

Territory	Accident Year	Earned Car Years	Collected Earned Premium (2)	Incurred Losses (5) Basic Limits	Incurred Losses (5) Excess Limits	Claims	Average Claim Cost (4)	Claim Freq. (3)	Pure Prem. (4)
460	2021	416,191	9,691,189	4,255,250	1,020,124	2,843	1,497	0.68	10.22
	2022	421,606	9,501,175	3,895,073	980,119	2,661	1,464	0.63	9.24
	2023	425,562	9,824,687	4,368,337	1,078,272	2,736	1,597	0.64	10.26
	Total	1,263,359	29,017,051	12,518,660	3,078,515	8,240	1,519	0.65	9.91
470	2021	107,080	2,379,000	1,347,664	241,409	935	1,441	0.87	12.59
	2022	107,955	2,319,209	1,099,416	266,893	845	1,301	0.78	10.18
	2023	108,780	2,396,719	1,124,247	246,707	852	1,320	0.78	10.34
	Total	323,815	7,094,928	3,571,327	755,009	2,632	1,357	0.81	11.03
480	2021	139,599	2,406,244	861,398	227,456	623	1,383	0.45	6.17
	2022	141,177	2,327,791	852,100	204,643	545	1,563	0.39	6.04
	2023	143,044	2,425,908	971,011	284,425	651	1,492	0.46	6.79
	Total	423,820	7,159,943	2,684,509	716,524	1,819	1,476	0.43	6.33
490	2021	337,851	7,049,874	2,600,679	676,848	1,463	1,778	0.43	7.70
	2022	341,517	7,031,178	2,588,967	804,191	1,398	1,852	0.41	7.58
	2023	346,321	7,307,221	2,753,907	694,566	1,425	1,933	0.41	7.95
	Total	1,025,689	21,388,273	7,943,553	2,175,605	4,286	1,853	0.42	7.74
Statewide	2021	4,972,745	129,582,724	55,214,828	14,109,773	39,273	1,406	0.79	11.10
	2022	5,026,012	127,017,418	52,516,515	13,820,393	37,073	1,417	0.74	10.45
	2023	5,079,609	130,563,426	55,424,541	13,395,838	37,538	1,476	0.74	10.91
	Total	15,078,366	387,163,568	163,155,884	41,326,004	113,884	1,433	0.76	10.82

Notes:
(1) Not under fleet plan.
(2) Premiums include charges for excess limits.
(3) Claim frequency is per 100 cars.
(4) Basic limits.
(5) Incurred losses include allocated loss adjustment expenses.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	15,868	2,458,590	1,414,081	1,198	1,180	7.55	89.12
	2022	15,513	2,535,800	1,498,186	1,152	1,301	7.43	96.58
	2023	15,291	2,785,136	1,311,398	975	1,345	6.38	85.76
	Total	46,672	7,779,526	4,223,665	3,325	1,270	7.12	90.50
120	2021	72,238	15,114,222	9,689,769	5,658	1,713	7.83	134.14
	2022	69,885	15,330,454	10,162,884	5,616	1,810	8.04	145.42
	2023	67,563	16,976,298	10,290,582	4,997	2,059	7.40	152.31
	Total	209,686	47,420,974	30,143,235	16,271	1,853	7.76	143.75
130	2021	67,752	12,058,338	6,404,858	4,524	1,416	6.68	94.53
	2022	65,832	12,343,501	8,093,129	4,633	1,747	7.04	122.94
	2023	64,121	13,529,475	8,988,436	4,397	2,044	6.86	140.18
	Total	197,705	37,931,314	23,486,423	13,554	1,733	6.86	118.80
140	2021	3,190	506,069	311,752	211	1,477	6.61	97.73
	2022	3,051	514,834	332,646	198	1,680	6.49	109.03
	2023	2,904	545,483	346,464	209	1,658	7.20	119.31
	Total	9,145	1,566,386	990,862	618	1,603	6.76	108.35
150	2021	13,738	2,191,351	1,167,320	854	1,367	6.22	84.97
	2022	13,297	2,262,739	1,339,750	908	1,475	6.83	100.76
	2023	13,011	2,523,656	1,878,669	950	1,978	7.30	144.39
	Total	40,046	6,977,746	4,385,739	2,712	1,617	6.77	109.52

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	19,837	2,432,054	1,279,073	996	1,284	5.02	64.48
	2022	20,291	2,613,059	1,566,361	1,049	1,493	5.17	77.19
	2023	20,694	2,995,946	1,870,720	1,082	1,729	5.23	90.40
	Total	60,822	8,041,059	4,716,154	3,127	1,508	5.14	77.54
180	2021	8,007	980,019	571,402	437	1,308	5.46	71.36
	2022	7,945	1,015,525	587,463	416	1,412	5.24	73.94
	2023	7,856	1,159,655	734,205	366	2,006	4.66	93.46
	Total	23,808	3,155,199	1,893,070	1,219	1,553	5.12	79.51
190	2021	27,465	2,654,414	1,737,428	1,481	1,173	5.39	63.26
	2022	27,807	2,814,977	1,914,180	1,468	1,304	5.28	68.84
	2023	28,427	3,249,130	2,350,633	1,637	1,436	5.76	82.69
	Total	83,699	8,718,521	6,002,241	4,586	1,309	5.48	71.71
200	2021	11,546	1,404,213	798,423	727	1,098	6.30	69.15
	2022	12,128	1,574,881	1,119,084	781	1,433	6.44	92.27
	2023	12,807	1,947,777	1,472,070	860	1,712	6.72	114.94
	Total	36,481	4,926,871	3,389,577	2,368	1,431	6.49	92.91
210	2021	4,472	548,925	349,014	245	1,425	5.48	78.04
	2022	4,570	590,729	386,612	250	1,546	5.47	84.60
	2023	4,780	692,783	311,765	254	1,227	5.31	65.22
	Total	13,822	1,832,437	1,047,391	749	1,398	5.42	75.78

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	4,525	841,553	813,226	329	2,472	7.27	179.72
	2022	4,369	865,138	489,898	238	2,058	5.45	112.13
	2023	4,228	957,121	807,544	272	2,969	6.43	191.00
	Total	13,122	2,663,812	2,110,668	839	2,516	6.39	160.85
230	2021	7,964	1,402,132	836,033	500	1,672	6.28	104.98
	2022	7,984	1,480,600	1,146,334	615	1,864	7.70	143.58
	2023	7,800	1,638,839	930,041	542	1,716	6.95	119.24
	Total	23,748	4,521,571	2,912,408	1,657	1,758	6.98	122.64
240	2021	11,495	1,832,195	1,075,520	670	1,605	5.83	93.56
	2022	11,157	1,876,801	1,289,899	739	1,745	6.62	115.61
	2023	11,037	2,170,899	1,489,326	726	2,051	6.58	134.94
	Total	33,689	5,879,895	3,854,745	2,135	1,806	6.34	114.42
250	2021	24,771	3,480,737	1,923,849	1,787	1,077	7.21	77.67
	2022	24,649	3,715,114	2,827,389	2,073	1,364	8.41	114.71
	2023	24,047	4,111,774	2,572,460	1,767	1,456	7.35	106.98
	Total	73,467	11,307,625	7,323,698	5,627	1,302	7.66	99.69
260	2021	104,146	14,796,261	8,317,158	7,331	1,135	7.04	79.86
	2022	103,987	15,642,829	10,561,969	7,707	1,370	7.41	101.57
	2023	104,075	17,851,126	11,761,617	7,899	1,489	7.59	113.01
	Total	312,208	48,290,216	30,640,744	22,937	1,336	7.35	98.14

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	35,954	4,099,260	2,848,159	2,577	1,105	7.17	79.22
	2022	34,946	4,248,360	3,516,623	2,551	1,379	7.30	100.63
	2023	35,413	4,997,742	3,670,879	2,653	1,384	7.49	103.66
	Total	106,313	13,345,362	10,035,661	7,781	1,290	7.32	94.40
280	2021	20,252	2,491,906	1,717,991	1,598	1,075	7.89	84.83
	2022	19,653	2,589,243	1,890,011	1,579	1,197	8.03	96.17
	2023	19,359	2,928,332	2,346,759	1,714	1,369	8.85	121.22
	Total	59,264	8,009,481	5,954,761	4,891	1,217	8.25	100.48
290	2021	11,677	1,583,631	925,498	760	1,218	6.51	79.26
	2022	11,548	1,656,760	1,462,247	866	1,689	7.50	126.62
	2023	11,425	1,890,479	1,811,406	866	2,092	7.58	158.55
	Total	34,650	5,130,870	4,199,151	2,492	1,685	7.19	121.19
300	2021	57,270	6,116,430	4,137,977	3,876	1,068	6.77	72.25
	2022	55,531	6,309,388	5,115,677	4,048	1,264	7.29	92.12
	2023	56,424	7,543,435	6,246,402	4,268	1,464	7.56	110.70
	Total	169,225	19,969,253	15,500,056	12,192	1,271	7.20	91.59
310	2021	11,312	1,460,919	1,058,970	770	1,375	6.81	93.61
	2022	10,787	1,464,610	1,142,565	756	1,511	7.01	105.92
	2023	10,711	1,670,534	1,166,048	747	1,561	6.97	108.86
	Total	32,810	4,596,063	3,367,583	2,273	1,482	6.93	102.64

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	241,467	34,518,588	24,531,427	15,979	1,535	6.62	101.59
	2022	238,260	36,309,698	27,807,146	16,646	1,671	6.99	116.71
	2023	235,747	40,783,867	32,761,956	16,322	2,007	6.92	138.97
	Total	715,474	111,612,153	85,100,529	48,947	1,739	6.84	118.94
340	2021	26,847	3,364,792	2,252,254	1,757	1,282	6.54	83.89
	2022	26,060	3,501,872	2,442,542	1,821	1,341	6.99	93.73
	2023	25,355	3,854,291	2,468,714	1,662	1,485	6.55	97.37
	Total	78,262	10,720,955	7,163,510	5,240	1,367	6.70	91.53
350	2021	114,832	13,157,054	7,792,585	6,427	1,212	5.60	67.86
	2022	111,492	13,506,605	9,511,914	6,701	1,419	6.01	85.31
	2023	110,376	15,310,531	13,670,255	7,314	1,869	6.63	123.85
	Total	336,700	41,974,190	30,974,754	20,442	1,515	6.07	92.00
360	2021	46,061	5,330,663	3,629,853	2,950	1,230	6.40	78.81
	2022	45,028	5,542,883	3,903,242	3,046	1,281	6.76	86.68
	2023	44,575	6,229,324	7,990,248	3,713	2,152	8.33	179.25
	Total	135,664	17,102,870	15,523,343	9,709	1,599	7.16	114.42
370	2021	80,915	9,450,480	5,920,102	5,128	1,154	6.34	73.16
	2022	79,028	9,917,559	7,419,725	5,420	1,369	6.86	93.89
	2023	78,278	11,380,784	8,190,778	5,379	1,523	6.87	104.64
	Total	238,221	30,748,823	21,530,605	15,927	1,352	6.69	90.38

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	13,508	1,759,017	1,331,512	825	1,614	6.11	98.57
	2022	13,386	1,880,295	1,557,654	884	1,762	6.60	116.36
	2023	13,343	2,180,785	1,568,967	803	1,954	6.02	117.59
	Total	40,237	5,820,097	4,458,133	2,512	1,775	6.24	110.80
390	2021	32,334	3,774,138	2,478,031	2,104	1,178	6.51	76.64
	2022	31,829	3,949,053	3,425,065	2,309	1,483	7.25	107.61
	2023	32,253	4,836,234	3,683,338	2,239	1,645	6.94	114.20
	Total	96,416	12,559,425	9,586,434	6,652	1,441	6.90	99.43
420	2021	18,716	2,702,435	1,681,391	1,541	1,091	8.23	89.84
	2022	18,139	2,837,354	2,249,537	1,644	1,368	9.06	124.02
	2023	17,866	3,228,315	2,835,586	1,590	1,783	8.90	158.71
	Total	54,721	8,768,104	6,766,514	4,775	1,417	8.73	123.65
440	2021	26,329	3,120,938	1,966,725	1,789	1,099	6.79	74.70
	2022	25,805	3,250,376	2,492,924	1,871	1,332	7.25	96.61
	2023	25,601	3,801,916	2,892,181	1,798	1,609	7.02	112.97
	Total	77,735	10,173,230	7,351,830	5,458	1,347	7.02	94.58
450	2021	13,956	1,620,752	783,027	704	1,112	5.04	56.11
	2022	13,669	1,695,625	1,107,404	761	1,455	5.57	81.02
	2023	13,426	1,838,271	957,638	696	1,376	5.18	71.33
	Total	41,051	5,154,648	2,848,069	2,161	1,318	5.26	69.38

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 001 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	146,552	16,385,992	9,856,589	8,378	1,176	5.72	67.26
	2022	145,154	17,166,970	12,734,493	8,599	1,481	5.92	87.73
	2023	145,052	19,661,532	14,692,610	8,783	1,673	6.06	101.29
	Total	436,758	53,214,494	37,283,692	25,760	1,447	5.90	85.36
470	2021	35,328	4,807,491	3,082,835	1,938	1,591	5.49	87.26
	2022	34,923	5,020,036	4,238,014	2,099	2,019	6.01	121.35
	2023	34,572	5,668,721	3,672,932	1,866	1,968	5.40	106.24
	Total	104,823	15,496,248	10,993,781	5,903	1,862	5.63	104.88
480	2021	68,369	9,558,415	6,869,385	4,475	1,535	6.55	100.48
	2022	67,562	9,932,988	8,032,494	4,450	1,805	6.59	118.89
	2023	67,169	11,211,296	9,325,058	4,536	2,056	6.75	138.83
	Total	203,100	30,702,699	24,226,937	13,461	1,800	6.63	119.29
490	2021	156,473	16,655,966	12,378,070	10,097	1,226	6.45	79.11
	2022	155,964	17,573,580	13,311,410	10,097	1,318	6.47	85.35
	2023	157,888	20,314,901	14,889,538	9,751	1,527	6.18	94.30
	Total	470,325	54,544,447	40,579,018	29,945	1,355	6.37	86.28
Statewide	2021	1,555,166	204,659,940	131,931,287	100,621	1,311	6.47	84.83
	2022	1,531,229	213,530,236	156,676,471	103,991	1,507	6.79	102.32
	2023	1,523,474	242,466,388	181,957,223	103,633	1,756	6.80	119.44
	Total	4,609,869	660,656,564	470,564,981	308,245	1,527	6.69	102.08

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	2,565	394,796	207,301	223	930	8.69	80.82
	2022	2,477	414,299	273,952	199	1,377	8.03	110.60
	2023	2,427	454,144	222,094	168	1,322	6.92	91.51
	Total	7,469	1,263,239	703,347	590	1,192	7.90	94.17
120	2021	5,381	1,108,715	622,669	414	1,504	7.69	115.72
	2022	4,983	1,106,832	716,400	396	1,809	7.95	143.77
	2023	4,947	1,277,091	663,055	362	1,832	7.32	134.03
	Total	15,311	3,492,638	2,002,124	1,172	1,708	7.65	130.76
130	2021	7,911	1,309,075	766,583	531	1,444	6.71	96.90
	2022	7,337	1,294,077	708,207	489	1,448	6.66	96.53
	2023	7,125	1,456,100	833,120	471	1,769	6.61	116.93
	Total	22,373	4,059,252	2,307,910	1,491	1,548	6.66	103.16
140	2021	389	56,374	15,431	19	812	4.88	39.67
	2022	357	55,698	32,255	33	977	9.24	90.35
	2023	336	58,157	25,912	17	1,524	5.06	77.12
	Total	1,082	170,229	73,598	69	1,067	6.38	68.02
150	2021	1,822	266,071	185,735	107	1,736	5.87	101.94
	2022	1,701	269,212	208,173	112	1,859	6.58	122.38
	2023	1,629	304,939	187,069	104	1,799	6.38	114.84
	Total	5,152	840,222	580,977	323	1,799	6.27	112.77

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	4,279	494,213	202,472	208	973	4.86	47.32
	2022	4,006	503,235	273,973	207	1,324	5.17	68.39
	2023	3,900	549,742	283,260	179	1,582	4.59	72.63
	Total	12,185	1,547,190	759,705	594	1,279	4.87	62.35
180	2021	1,350	173,389	183,788	80	2,297	5.93	136.14
	2022	1,256	170,969	117,961	75	1,573	5.97	93.92
	2023	1,215	185,203	187,819	94	1,998	7.74	154.58
	Total	3,821	529,561	489,568	249	1,966	6.52	128.13
190	2021	4,491	404,398	186,796	183	1,021	4.07	41.59
	2022	4,135	404,931	274,432	219	1,253	5.30	66.37
	2023	3,935	440,441	261,479	193	1,355	4.90	66.45
	Total	12,561	1,249,770	722,707	595	1,215	4.74	57.54
200	2021	1,675	205,124	95,353	76	1,255	4.54	56.93
	2022	1,645	214,002	156,047	105	1,486	6.38	94.86
	2023	1,625	235,767	122,237	103	1,187	6.34	75.22
	Total	4,945	654,893	373,637	284	1,316	5.74	75.56
210	2021	590	67,074	41,408	18	2,300	3.05	70.18
	2022	564	69,022	27,475	25	1,099	4.43	48.71
	2023	569	76,919	25,761	32	805	5.62	45.27
	Total	1,723	213,015	94,644	75	1,262	4.35	54.93

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	855	151,032	58,362	46	1,269	5.38	68.26
	2022	800	154,691	88,947	48	1,853	6.00	111.18
	2023	751	171,568	69,518	37	1,879	4.93	92.57
	Total	2,406	477,291	216,827	131	1,655	5.44	90.12
230	2021	1,322	210,009	110,824	70	1,583	5.30	83.83
	2022	1,264	214,619	104,257	74	1,409	5.85	82.48
	2023	1,230	231,456	116,212	81	1,435	6.59	94.48
	Total	3,816	656,084	331,293	225	1,472	5.90	86.82
240	2021	1,102	167,370	118,704	76	1,562	6.90	107.72
	2022	1,035	167,112	156,369	71	2,202	6.86	151.08
	2023	975	188,924	180,777	82	2,205	8.41	185.41
	Total	3,112	523,406	455,850	229	1,991	7.36	146.48
250	2021	5,394	704,457	379,637	373	1,018	6.92	70.38
	2022	5,038	723,079	628,958	409	1,538	8.12	124.84
	2023	4,879	798,563	467,999	364	1,286	7.46	95.92
	Total	15,311	2,226,099	1,476,594	1,146	1,288	7.48	96.44
260	2021	12,418	1,718,203	867,747	822	1,056	6.62	69.88
	2022	11,728	1,755,477	1,164,089	882	1,320	7.52	99.26
	2023	11,409	1,951,975	1,274,716	850	1,500	7.45	111.73
	Total	35,555	5,425,655	3,306,552	2,554	1,295	7.18	93.00

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	5,505	568,241	426,645	364	1,172	6.61	77.50
	2022	5,041	558,793	415,768	361	1,152	7.16	82.48
	2023	4,901	636,922	477,364	353	1,352	7.20	97.40
	Total	15,447	1,763,956	1,319,777	1,078	1,224	6.98	85.44
280	2021	3,068	353,693	201,753	230	877	7.50	65.76
	2022	2,792	341,292	242,237	208	1,165	7.45	86.76
	2023	2,709	384,781	254,469	229	1,111	8.45	93.93
	Total	8,569	1,079,766	698,459	667	1,047	7.78	81.51
290	2021	2,018	255,975	156,112	140	1,115	6.94	77.36
	2022	1,837	246,027	167,969	134	1,254	7.29	91.44
	2023	1,765	273,687	185,384	115	1,612	6.52	105.03
	Total	5,620	775,689	509,465	389	1,310	6.92	90.65
300	2021	10,169	997,619	764,875	674	1,135	6.63	75.22
	2022	9,272	977,855	806,625	675	1,195	7.28	87.00
	2023	9,033	1,116,450	991,277	660	1,502	7.31	109.74
	Total	28,474	3,091,924	2,562,777	2,009	1,276	7.06	90.00
310	2021	2,086	248,781	182,775	127	1,439	6.09	87.62
	2022	1,932	246,768	271,750	138	1,969	7.14	140.66
	2023	1,883	273,757	208,654	140	1,490	7.43	110.81
	Total	5,901	769,306	663,179	405	1,637	6.86	112.38

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	20,311	2,856,044	2,048,700	1,374	1,491	6.76	100.87
	2022	19,283	2,933,214	2,303,008	1,401	1,644	7.27	119.43
	2023	18,641	3,251,219	2,253,687	1,310	1,720	7.03	120.90
	Total	58,235	9,040,477	6,605,395	4,085	1,617	7.01	113.43
340	2021	3,819	433,437	276,802	240	1,153	6.28	72.48
	2022	3,514	423,919	295,657	224	1,320	6.37	84.14
	2023	3,282	451,948	320,790	228	1,407	6.95	97.74
	Total	10,615	1,309,304	893,249	692	1,291	6.52	84.15
350	2021	12,477	1,322,753	983,452	700	1,405	5.61	78.82
	2022	11,452	1,310,197	1,059,253	738	1,435	6.44	92.50
	2023	11,057	1,475,510	1,198,608	732	1,637	6.62	108.40
	Total	34,986	4,108,460	3,241,313	2,170	1,494	6.20	92.65
360	2021	4,546	465,916	245,561	254	967	5.59	54.02
	2022	4,226	457,473	374,268	319	1,173	7.55	88.56
	2023	4,148	517,604	742,963	326	2,279	7.86	179.11
	Total	12,920	1,440,993	1,362,792	899	1,516	6.96	105.48
370	2021	7,382	814,045	594,822	540	1,102	7.32	80.58
	2022	6,906	814,794	700,400	500	1,401	7.24	101.42
	2023	6,659	920,702	786,172	479	1,641	7.19	118.06
	Total	20,947	2,549,541	2,081,394	1,519	1,370	7.25	99.36

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	1,543	195,897	89,756	100	898	6.48	58.17
	2022	1,435	191,478	157,593	102	1,545	7.11	109.82
	2023	1,413	218,655	184,287	104	1,772	7.36	130.42
	Total	4,391	606,030	431,636	306	1,411	6.97	98.30
390	2021	5,272	560,857	346,280	299	1,158	5.67	65.68
	2022	4,740	536,808	428,548	314	1,365	6.62	90.41
	2023	4,680	630,273	402,559	268	1,502	5.73	86.02
	Total	14,692	1,727,938	1,177,387	881	1,336	6.00	80.14
420	2021	2,367	316,896	277,649	203	1,368	8.58	117.30
	2022	2,130	309,180	241,332	188	1,284	8.83	113.30
	2023	1,971	324,981	317,792	206	1,543	10.45	161.23
	Total	6,468	951,057	836,773	597	1,402	9.23	129.37
440	2021	2,751	289,277	151,992	198	768	7.20	55.25
	2022	2,569	293,060	189,821	185	1,026	7.20	73.89
	2023	2,460	336,689	207,421	178	1,165	7.24	84.32
	Total	7,780	919,026	549,234	561	979	7.21	70.60
450	2021	1,164	124,049	73,912	75	985	6.44	63.50
	2022	1,100	123,935	78,942	60	1,316	5.45	71.77
	2023	1,052	135,652	98,331	62	1,586	5.89	93.47
	Total	3,316	383,636	251,185	197	1,275	5.94	75.75

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 003 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	15,951	1,554,209	1,075,324	862	1,247	5.40	67.41
	2022	15,134	1,593,752	1,232,312	887	1,389	5.86	81.43
	2023	14,902	1,798,953	1,419,850	884	1,606	5.93	95.28
	Total	45,987	4,946,914	3,727,486	2,633	1,416	5.73	81.06
470	2021	2,380	311,932	141,371	125	1,131	5.25	59.40
	2022	2,238	312,599	231,188	128	1,806	5.72	103.30
	2023	2,133	347,393	181,859	105	1,732	4.92	85.26
	Total	6,751	971,924	554,418	358	1,549	5.30	82.12
480	2021	3,143	447,415	346,905	229	1,515	7.29	110.37
	2022	2,889	437,308	304,649	179	1,702	6.20	105.45
	2023	2,814	480,379	367,170	202	1,818	7.18	130.48
	Total	8,846	1,365,102	1,018,724	610	1,670	6.90	115.16
490	2021	10,565	1,052,636	641,004	600	1,068	5.68	60.67
	2022	9,705	1,034,929	761,413	614	1,240	6.33	78.46
	2023	9,574	1,175,991	641,227	547	1,172	5.71	66.98
	Total	29,844	3,263,556	2,043,644	1,761	1,161	5.90	68.48
Statewide	2021	168,061	20,599,972	13,068,500	10,580	1,235	6.30	77.76
	2022	156,521	20,660,636	15,194,228	10,699	1,420	6.84	97.07
	2023	152,029	23,132,535	16,160,892	10,265	1,574	6.75	106.30
	Total	476,611	64,393,143	44,423,620	31,544	1,408	6.62	93.21

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	13,919	2,273,232	1,027,200	944	1,088	6.78	73.80
	2022	13,795	2,439,353	1,178,471	1,002	1,176	7.26	85.43
	2023	13,542	2,691,631	1,299,222	935	1,390	6.90	95.94
	Total	41,256	7,404,216	3,504,893	2,881	1,217	6.98	84.95
120	2021	55,348	13,062,483	7,884,829	4,387	1,797	7.93	142.46
	2022	54,114	13,590,890	8,353,323	4,405	1,896	8.14	154.37
	2023	52,611	14,942,616	8,506,587	3,971	2,142	7.55	161.69
	Total	162,073	41,595,989	24,744,739	12,763	1,939	7.87	152.68
130	2021	74,137	14,507,060	7,353,822	4,890	1,504	6.60	99.19
	2022	72,372	15,107,494	9,035,315	5,008	1,804	6.92	124.85
	2023	70,058	16,506,640	9,917,633	4,873	2,035	6.96	141.56
	Total	216,567	46,121,194	26,306,770	14,771	1,781	6.82	121.47
140	2021	4,159	671,054	345,898	255	1,356	6.13	83.17
	2022	4,074	701,908	350,811	247	1,420	6.06	86.11
	2023	3,904	756,180	432,007	215	2,009	5.51	110.66
	Total	12,137	2,129,142	1,128,716	717	1,574	5.91	93.00
150	2021	17,018	2,771,320	1,387,008	981	1,414	5.76	81.50
	2022	16,437	2,873,407	1,487,680	978	1,521	5.95	90.51
	2023	16,079	3,221,069	2,214,207	1,035	2,139	6.44	137.71
	Total	49,534	8,865,796	5,088,895	2,994	1,700	6.04	102.74

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	27,273	3,496,025	1,604,904	1,205	1,332	4.42	58.85
	2022	27,044	3,679,197	1,894,791	1,270	1,492	4.70	70.06
	2023	26,670	4,073,693	2,188,175	1,254	1,745	4.70	82.05
	Total	80,987	11,248,915	5,687,870	3,729	1,525	4.60	70.23
180	2021	8,128	1,023,382	429,437	357	1,203	4.39	52.83
	2022	8,018	1,087,049	800,897	373	2,147	4.65	99.89
	2023	7,877	1,212,957	872,816	402	2,171	5.10	110.81
	Total	24,023	3,323,388	2,103,150	1,132	1,858	4.71	87.55
190	2021	29,609	2,749,907	1,520,255	1,393	1,091	4.70	51.34
	2022	29,805	2,947,294	1,594,658	1,305	1,222	4.38	53.50
	2023	30,001	3,387,217	2,087,391	1,462	1,428	4.87	69.58
	Total	89,415	9,084,418	5,202,304	4,160	1,251	4.65	58.18
200	2021	12,918	1,551,265	825,779	641	1,288	4.96	63.92
	2022	13,276	1,711,036	1,295,488	768	1,687	5.78	97.58
	2023	13,487	2,008,332	1,312,435	819	1,602	6.07	97.31
	Total	39,681	5,270,633	3,433,702	2,228	1,541	5.61	86.53
210	2021	4,271	496,604	294,135	228	1,290	5.34	68.87
	2022	4,529	564,030	434,655	231	1,882	5.10	95.97
	2023	4,705	656,571	386,125	248	1,557	5.27	82.07
	Total	13,505	1,717,205	1,114,915	707	1,577	5.24	82.56

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	13,077	2,618,563	2,024,785	899	2,252	6.87	154.84
	2022	12,609	2,672,841	1,972,381	820	2,405	6.50	156.43
	2023	12,123	2,896,647	1,934,585	776	2,493	6.40	159.58
	Total	37,809	8,188,051	5,931,751	2,495	2,377	6.60	156.89
230	2021	18,358	3,228,315	1,687,839	1,012	1,668	5.51	91.94
	2022	17,810	3,294,621	1,849,480	1,037	1,783	5.82	103.85
	2023	17,351	3,579,298	2,002,101	963	2,079	5.55	115.39
	Total	53,519	10,102,234	5,539,420	3,012	1,839	5.63	103.50
240	2021	13,519	2,360,139	1,392,515	783	1,778	5.79	103.00
	2022	13,112	2,418,639	1,494,197	824	1,813	6.28	113.96
	2023	12,825	2,663,925	1,569,973	730	2,151	5.69	122.42
	Total	39,456	7,442,703	4,456,685	2,337	1,907	5.92	112.95
250	2021	25,585	3,597,864	1,831,225	1,555	1,178	6.08	71.57
	2022	24,642	3,712,050	2,484,385	1,646	1,509	6.68	100.82
	2023	23,675	4,021,323	2,289,803	1,541	1,486	6.51	96.72
	Total	73,902	11,331,237	6,605,413	4,742	1,393	6.42	89.38
260	2021	90,625	13,518,992	7,194,154	5,802	1,240	6.40	79.38
	2022	89,619	14,483,107	8,737,537	6,275	1,392	7.00	97.50
	2023	89,216	16,332,447	10,092,810	6,484	1,557	7.27	113.13
	Total	269,460	44,334,546	26,024,501	18,561	1,402	6.89	96.58

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	33,905	3,750,411	2,333,039	2,145	1,088	6.33	68.81
	2022	33,048	3,920,152	2,831,261	2,263	1,251	6.85	85.67
	2023	33,003	4,567,730	3,248,064	2,329	1,395	7.06	98.42
	Total	99,956	12,238,293	8,412,364	6,737	1,249	6.74	84.16
280	2021	20,082	2,475,792	1,287,336	1,384	930	6.89	64.10
	2022	19,375	2,566,060	1,580,929	1,473	1,073	7.60	81.60
	2023	19,130	2,901,541	1,925,582	1,496	1,287	7.82	100.66
	Total	58,587	7,943,393	4,793,847	4,353	1,101	7.43	81.82
290	2021	11,435	1,573,156	966,110	769	1,256	6.72	84.49
	2022	11,126	1,634,173	1,222,135	825	1,481	7.42	109.84
	2023	11,107	1,871,340	1,204,680	775	1,554	6.98	108.46
	Total	33,668	5,078,669	3,392,925	2,369	1,432	7.04	100.78
300	2021	56,350	5,907,640	4,060,064	3,547	1,145	6.29	72.05
	2022	54,698	6,192,709	4,884,609	3,832	1,275	7.01	89.30
	2023	55,025	7,286,288	5,789,191	3,993	1,450	7.26	105.21
	Total	166,073	19,386,637	14,733,864	11,372	1,296	6.85	88.72
310	2021	11,233	1,443,215	786,932	743	1,059	6.61	70.06
	2022	10,755	1,477,289	1,220,996	730	1,673	6.79	113.53
	2023	10,896	1,716,976	1,168,690	767	1,524	7.04	107.26
	Total	32,884	4,637,480	3,176,618	2,240	1,418	6.81	96.60

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	142,571	22,778,518	15,212,785	9,518	1,598	6.68	106.70
	2022	141,770	24,367,977	18,063,901	10,194	1,772	7.19	127.42
	2023	141,381	27,438,230	21,295,904	10,122	2,104	7.16	150.63
	Total	425,722	74,584,725	54,572,590	29,834	1,829	7.01	128.19
340	2021	24,303	3,134,095	1,910,127	1,421	1,344	5.85	78.60
	2022	24,120	3,292,284	2,235,060	1,492	1,498	6.19	92.66
	2023	23,707	3,615,100	2,418,619	1,521	1,590	6.42	102.02
	Total	72,130	10,041,479	6,563,806	4,434	1,480	6.15	91.00
350	2021	76,554	8,910,577	5,291,806	4,252	1,245	5.55	69.13
	2022	74,826	9,262,884	6,261,221	4,395	1,425	5.87	83.68
	2023	74,668	10,610,816	9,335,782	4,835	1,931	6.48	125.03
	Total	226,048	28,784,277	20,888,809	13,482	1,549	5.96	92.41
360	2021	26,083	3,130,311	1,943,626	1,525	1,275	5.85	74.52
	2022	25,837	3,340,965	2,379,760	1,595	1,492	6.17	92.11
	2023	25,645	3,799,005	4,598,635	2,052	2,241	8.00	179.32
	Total	77,565	10,270,281	8,922,021	5,172	1,725	6.67	115.03
370	2021	63,864	7,540,201	4,523,435	3,863	1,171	6.05	70.83
	2022	62,895	7,943,283	5,662,805	4,069	1,392	6.47	90.04
	2023	62,476	9,010,108	6,446,492	4,140	1,557	6.63	103.18
	Total	189,235	24,493,592	16,632,732	12,072	1,378	6.38	87.89

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	13,890	1,900,792	1,403,494	798	1,759	5.75	101.04
	2022	13,705	1,961,892	1,651,164	870	1,898	6.35	120.48
	2023	13,865	2,237,865	2,070,257	887	2,334	6.40	149.32
	Total	41,460	6,100,549	5,124,915	2,555	2,006	6.16	123.61
390	2021	40,100	4,612,256	2,726,930	2,252	1,211	5.62	68.00
	2022	38,712	4,747,525	3,710,428	2,468	1,503	6.38	95.85
	2023	38,814	5,569,645	3,646,605	2,339	1,559	6.03	93.95
	Total	117,626	14,929,426	10,083,963	7,059	1,429	6.00	85.73
420	2021	19,932	2,810,552	1,727,227	1,429	1,209	7.17	86.66
	2022	19,473	2,945,388	2,086,555	1,447	1,442	7.43	107.15
	2023	19,214	3,278,253	2,565,068	1,426	1,799	7.42	133.50
	Total	58,619	9,034,193	6,378,850	4,302	1,483	7.34	108.82
440	2021	23,069	2,724,554	1,584,104	1,496	1,059	6.48	68.67
	2022	22,906	2,870,402	2,030,358	1,537	1,321	6.71	88.64
	2023	23,007	3,303,915	1,996,054	1,516	1,317	6.59	86.76
	Total	68,982	8,898,871	5,610,516	4,549	1,233	6.59	81.33
450	2021	9,973	1,181,669	606,253	501	1,210	5.02	60.79
	2022	9,744	1,214,130	776,835	527	1,474	5.41	79.72
	2023	9,589	1,318,565	806,140	464	1,737	4.84	84.07
	Total	29,306	3,714,364	2,189,228	1,492	1,467	5.09	74.70

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 010 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	105,036	12,181,950	7,521,367	5,839	1,288	5.56	71.61
	2022	104,269	12,883,591	8,993,926	5,988	1,502	5.74	86.26
	2023	104,241	14,618,979	10,436,697	6,132	1,702	5.88	100.12
	Total	313,546	39,684,520	26,951,990	17,959	1,501	5.73	85.96
470	2021	24,959	3,625,079	1,897,011	1,263	1,502	5.06	76.01
	2022	24,775	3,814,211	2,814,266	1,469	1,916	5.93	113.59
	2023	24,664	4,296,983	2,760,366	1,358	2,033	5.51	111.92
	Total	74,398	11,736,273	7,471,643	4,090	1,827	5.50	100.43
480	2021	28,059	4,355,252	2,745,388	1,833	1,498	6.53	97.84
	2022	27,940	4,647,512	3,719,935	1,914	1,944	6.85	133.14
	2023	27,860	5,213,880	4,152,079	1,920	2,163	6.89	149.03
	Total	83,859	14,216,644	10,617,402	5,667	1,874	6.76	126.61
490	2021	64,638	7,360,073	4,647,380	3,866	1,202	5.98	71.90
	2022	63,660	7,838,901	5,187,480	3,888	1,334	6.11	81.49
	2023	63,697	8,908,058	5,863,153	3,855	1,521	6.05	92.05
	Total	191,995	24,107,032	15,698,013	11,609	1,352	6.05	81.76
Statewide	2021	1,203,980	169,322,298	99,978,199	73,776	1,355	6.13	83.04
	2022	1,184,890	178,204,244	120,277,693	77,165	1,559	6.51	101.51
	2023	1,176,113	200,513,823	138,833,928	77,635	1,788	6.60	118.04
	Total	3,564,983	548,040,365	359,089,820	228,576	1,571	6.41	100.73

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	11,243	1,778,475	793,317	693	1,145	6.16	70.56
	2022	11,508	1,974,719	829,148	677	1,225	5.88	72.05
	2023	11,467	2,191,081	984,525	656	1,501	5.72	85.86
	Total	34,218	5,944,275	2,606,990	2,026	1,287	5.92	76.19
120	2021	36,586	8,802,235	5,540,223	2,626	2,110	7.18	151.43
	2022	36,858	9,412,201	6,385,239	2,806	2,276	7.61	173.24
	2023	36,406	10,581,770	6,297,887	2,589	2,433	7.11	172.99
	Total	109,850	28,796,206	18,223,349	8,021	2,272	7.30	165.89
130	2021	46,576	9,632,795	5,268,176	2,808	1,876	6.03	113.11
	2022	47,196	10,412,647	6,176,092	2,989	2,066	6.33	130.86
	2023	45,979	11,427,106	7,078,393	2,994	2,364	6.51	153.95
	Total	139,751	31,472,548	18,522,661	8,791	2,107	6.29	132.54
140	2021	2,654	459,947	196,745	124	1,587	4.67	74.13
	2022	2,624	482,311	193,156	151	1,279	5.75	73.61
	2023	2,574	536,590	314,494	148	2,125	5.75	122.18
	Total	7,852	1,478,848	704,395	423	1,665	5.39	89.71
150	2021	14,627	2,475,383	1,357,129	757	1,793	5.18	92.78
	2022	15,208	2,722,498	1,663,057	844	1,970	5.55	109.35
	2023	14,764	3,007,359	2,101,550	935	2,248	6.33	142.34
	Total	44,599	8,205,240	5,121,736	2,536	2,020	5.69	114.84

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	22,385	2,832,462	1,406,184	860	1,635	3.84	62.82
	2022	23,530	3,172,899	1,673,998	973	1,720	4.14	71.14
	2023	23,334	3,535,224	2,086,758	1,044	1,999	4.47	89.43
	Total	69,249	9,540,585	5,166,940	2,877	1,796	4.15	74.61
180	2021	10,701	1,344,894	757,209	413	1,833	3.86	70.76
	2022	10,879	1,469,299	797,680	442	1,805	4.06	73.32
	2023	10,692	1,638,557	1,188,297	449	2,647	4.20	111.14
	Total	32,272	4,452,750	2,743,186	1,304	2,104	4.04	85.00
190	2021	22,572	2,026,092	1,233,096	869	1,419	3.85	54.63
	2022	24,097	2,323,719	1,602,993	1,007	1,592	4.18	66.52
	2023	24,373	2,672,604	1,501,081	1,098	1,367	4.50	61.59
	Total	71,042	7,022,415	4,337,170	2,974	1,458	4.19	61.05
200	2021	9,510	1,163,457	460,779	379	1,216	3.99	48.45
	2022	10,318	1,350,267	907,815	522	1,739	5.06	87.98
	2023	10,613	1,569,116	966,466	558	1,732	5.26	91.06
	Total	30,441	4,082,840	2,335,060	1,459	1,600	4.79	76.71
210	2021	3,000	327,668	182,095	138	1,320	4.60	60.70
	2022	3,167	377,330	223,359	140	1,595	4.42	70.53
	2023	3,247	432,117	162,384	123	1,320	3.79	50.01
	Total	9,414	1,137,115	567,838	401	1,416	4.26	60.32

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	7,395	1,698,252	1,328,602	509	2,610	6.88	179.66
	2022	7,502	1,843,068	1,237,774	454	2,726	6.05	164.99
	2023	7,193	2,027,124	1,572,591	488	3,223	6.78	218.63
	Total	22,090	5,568,444	4,138,967	1,451	2,852	6.57	187.37
230	2021	9,294	1,671,696	826,408	431	1,917	4.64	88.92
	2022	9,193	1,753,969	1,058,520	472	2,243	5.13	115.14
	2023	8,770	1,857,492	1,163,961	448	2,598	5.11	132.72
	Total	27,257	5,283,157	3,048,889	1,351	2,257	4.96	111.86
240	2021	9,214	1,737,468	1,015,257	455	2,231	4.94	110.19
	2022	9,262	1,848,084	1,165,067	533	2,186	5.75	125.79
	2023	8,892	2,038,395	1,266,933	527	2,404	5.93	142.48
	Total	27,368	5,623,947	3,447,257	1,515	2,275	5.54	125.96
250	2021	29,097	3,976,272	1,988,812	1,545	1,287	5.31	68.35
	2022	28,369	4,174,623	2,928,212	1,863	1,572	6.57	103.22
	2023	27,162	4,543,260	2,858,488	1,608	1,778	5.92	105.24
	Total	84,628	12,694,155	7,775,512	5,016	1,550	5.93	91.88
260	2021	58,935	9,008,779	4,677,847	3,356	1,394	5.69	79.37
	2022	60,380	9,880,279	5,777,812	3,720	1,553	6.16	95.69
	2023	60,589	11,237,315	6,994,668	3,986	1,755	6.58	115.44
	Total	179,904	30,126,373	17,450,327	11,062	1,578	6.15	97.00

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	23,918	2,556,522	1,742,246	1,344	1,296	5.62	72.84
	2022	24,602	2,820,281	1,962,419	1,475	1,330	6.00	79.77
	2023	25,143	3,365,366	2,323,606	1,553	1,496	6.18	92.42
	Total	73,663	8,742,169	6,028,271	4,372	1,379	5.94	81.84
280	2021	18,068	2,188,697	1,085,474	1,026	1,058	5.68	60.08
	2022	18,176	2,371,087	1,440,086	1,142	1,261	6.28	79.23
	2023	17,922	2,675,687	1,871,434	1,209	1,548	6.75	104.42
	Total	54,166	7,235,471	4,396,994	3,377	1,302	6.23	81.18
290	2021	10,161	1,446,562	779,869	576	1,354	5.67	76.75
	2022	10,674	1,584,535	1,246,306	688	1,811	6.45	116.76
	2023	10,911	1,848,094	1,315,972	693	1,899	6.35	120.61
	Total	31,746	4,879,191	3,342,147	1,957	1,708	6.16	105.28
300	2021	48,364	4,781,572	3,171,935	2,564	1,237	5.30	65.58
	2022	50,233	5,367,620	3,536,142	2,905	1,217	5.78	70.39
	2023	51,362	6,453,663	4,870,651	3,152	1,545	6.14	94.83
	Total	149,959	16,602,855	11,578,728	8,621	1,343	5.75	77.21
310	2021	9,346	1,124,670	810,626	557	1,455	5.96	86.74
	2022	10,320	1,333,473	1,015,909	669	1,519	6.48	98.44
	2023	10,581	1,566,805	1,454,508	657	2,214	6.21	137.46
	Total	30,247	4,024,948	3,281,043	1,883	1,742	6.23	108.47

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	67,321	10,691,886	7,041,153	3,950	1,783	5.87	104.59
	2022	70,732	12,011,254	9,220,564	4,731	1,949	6.69	130.36
	2023	71,894	13,900,374	9,937,130	4,690	2,119	6.52	138.22
	Total	209,947	36,603,514	26,198,847	13,371	1,959	6.37	124.79
340	2021	16,281	2,089,669	1,246,049	814	1,531	5.00	76.53
	2022	16,759	2,276,977	1,504,666	835	1,802	4.98	89.78
	2023	16,337	2,519,860	1,537,345	842	1,826	5.15	94.10
	Total	49,377	6,886,506	4,288,060	2,491	1,721	5.04	86.84
350	2021	43,390	5,017,749	2,995,257	1,994	1,502	4.60	69.03
	2022	47,095	5,767,486	4,354,522	2,544	1,712	5.40	92.46
	2023	47,543	6,722,351	5,207,717	2,645	1,969	5.56	109.54
	Total	138,028	17,507,586	12,557,496	7,183	1,748	5.20	90.98
360	2021	12,582	1,550,545	816,732	596	1,370	4.74	64.91
	2022	13,370	1,740,282	1,040,589	707	1,472	5.29	77.83
	2023	13,434	1,999,518	1,976,891	873	2,264	6.50	147.16
	Total	39,386	5,290,345	3,834,212	2,176	1,762	5.52	97.35
370	2021	38,017	4,496,972	2,526,762	1,891	1,336	4.97	66.46
	2022	39,681	5,051,496	3,421,748	2,275	1,504	5.73	86.23
	2023	39,939	5,838,501	4,097,747	2,336	1,754	5.85	102.60
	Total	117,637	15,386,969	10,046,257	6,502	1,545	5.53	85.40

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	7,547	1,029,106	744,313	329	2,262	4.36	98.62
	2022	7,836	1,146,422	862,822	403	2,141	5.14	110.11
	2023	7,916	1,338,423	989,200	400	2,473	5.05	124.96
	Total	23,299	3,513,951	2,596,335	1,132	2,294	4.86	111.44
390	2021	30,531	3,325,816	1,946,323	1,524	1,277	4.99	63.75
	2022	31,907	3,674,243	2,846,175	1,727	1,648	5.41	89.20
	2023	32,243	4,378,123	3,062,810	1,786	1,715	5.54	94.99
	Total	94,681	11,378,182	7,855,308	5,037	1,560	5.32	82.97
420	2021	20,173	2,782,303	1,447,091	1,128	1,283	5.59	71.73
	2022	20,792	3,023,909	1,813,777	1,214	1,494	5.84	87.23
	2023	20,145	3,339,687	2,507,087	1,266	1,980	6.28	124.45
	Total	61,110	9,145,899	5,767,955	3,608	1,599	5.90	94.39
440	2021	16,776	1,955,303	1,304,465	943	1,383	5.62	77.76
	2022	17,626	2,172,326	1,468,011	1,063	1,381	6.03	83.29
	2023	17,822	2,560,382	1,938,908	1,027	1,888	5.76	108.79
	Total	52,224	6,688,011	4,711,384	3,033	1,553	5.81	90.21
450	2021	6,485	796,496	447,443	248	1,804	3.82	69.00
	2022	6,585	857,745	569,294	339	1,679	5.15	86.45
	2023	6,398	928,710	593,459	327	1,815	5.11	92.76
	Total	19,468	2,582,951	1,610,196	914	1,762	4.69	82.71

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 055 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	53,680	6,096,056	3,088,048	2,547	1,212	4.74	57.53
	2022	57,068	6,907,087	5,039,059	3,010	1,674	5.27	88.30
	2023	57,894	8,030,075	5,657,923	3,170	1,785	5.48	97.73
	Total	168,642	21,033,218	13,785,030	8,727	1,580	5.17	81.74
470	2021	13,295	2,042,276	1,053,912	618	1,705	4.65	79.27
	2022	13,728	2,213,383	1,637,760	738	2,219	5.38	119.30
	2023	13,684	2,499,921	1,615,507	678	2,383	4.95	118.06
	Total	40,707	6,755,580	4,307,179	2,034	2,118	5.00	105.81
480	2021	13,640	2,039,514	1,653,753	773	2,139	5.67	121.24
	2022	14,501	2,317,709	1,517,807	836	1,816	5.77	104.67
	2023	14,561	2,636,842	2,397,003	951	2,521	6.53	164.62
	Total	42,702	6,994,065	5,568,563	2,560	2,175	6.00	130.41
490	2021	45,438	4,805,965	2,887,003	2,199	1,313	4.84	63.54
	2022	48,763	5,521,281	3,846,996	2,650	1,452	5.43	78.89
	2023	48,956	6,389,463	4,236,260	2,548	1,663	5.20	86.53
	Total	143,157	16,716,709	10,970,259	7,397	1,483	5.17	76.63
Statewide	2021	788,802	109,753,554	63,820,333	41,584	1,535	5.27	80.91
	2022	820,539	121,356,509	80,964,574	47,544	1,703	5.79	98.67
	2023	820,740	138,286,955	94,129,634	48,454	1,943	5.90	114.69
	Total	2,430,081	369,397,018	238,914,541	137,582	1,737	5.66	98.32

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	31,093	4,658,838	1,975,289	1,218	1,622	3.92	63.53
	2022	31,654	5,212,883	2,539,266	1,264	2,009	3.99	80.22
	2023	32,173	5,928,361	3,122,486	1,308	2,387	4.07	97.05
	Total	94,920	15,800,082	7,637,041	3,790	2,015	3.99	80.46
120	2021	80,927	20,373,536	12,397,656	4,611	2,689	5.70	153.20
	2022	81,362	22,037,738	14,382,490	4,932	2,916	6.06	176.77
	2023	82,106	25,152,611	16,148,783	4,968	3,251	6.05	196.68
	Total	244,395	67,563,885	42,928,929	14,511	2,958	5.94	175.65
130	2021	96,862	20,209,374	11,625,490	4,547	2,557	4.69	120.02
	2022	97,364	21,875,223	13,644,779	4,885	2,793	5.02	140.14
	2023	97,134	24,623,902	16,969,457	5,184	3,273	5.34	174.70
	Total	291,360	66,708,499	42,239,726	14,616	2,890	5.02	144.97
140	2021	7,030	1,241,935	718,990	279	2,577	3.97	102.27
	2022	6,733	1,295,907	608,213	252	2,414	3.74	90.33
	2023	6,653	1,458,474	927,627	267	3,474	4.01	139.43
	Total	20,416	3,996,316	2,254,830	798	2,826	3.91	110.44
150	2021	33,753	5,678,103	3,376,639	1,457	2,318	4.32	100.04
	2022	33,825	6,127,494	3,869,984	1,407	2,751	4.16	114.41
	2023	33,351	6,889,588	4,636,034	1,552	2,987	4.65	139.01
	Total	100,929	18,695,185	11,882,657	4,416	2,691	4.38	117.73

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	61,814	7,507,589	3,461,606	1,790	1,934	2.90	56.00
	2022	62,243	8,128,056	4,412,772	2,015	2,190	3.24	70.90
	2023	63,146	9,195,239	4,986,169	2,107	2,366	3.34	78.96
	Total	187,203	24,830,884	12,860,547	5,912	2,175	3.16	68.70
180	2021	46,744	5,806,026	3,465,445	1,303	2,660	2.79	74.14
	2022	45,021	5,917,995	3,890,024	1,416	2,747	3.15	86.40
	2023	43,993	6,459,049	4,704,598	1,492	3,153	3.39	106.94
	Total	135,758	18,183,070	12,060,067	4,211	2,864	3.10	88.84
190	2021	67,462	5,796,153	3,095,728	1,689	1,833	2.50	45.89
	2022	68,296	6,396,021	3,705,183	1,923	1,927	2.82	54.25
	2023	69,191	7,349,180	4,221,108	2,113	1,998	3.05	61.01
	Total	204,949	19,541,354	11,022,019	5,725	1,925	2.79	53.78
200	2021	30,115	3,705,685	2,179,907	982	2,220	3.26	72.39
	2022	31,062	4,099,285	2,256,289	1,010	2,234	3.25	72.64
	2023	32,077	4,790,471	3,056,792	1,180	2,591	3.68	95.30
	Total	93,254	12,595,441	7,492,988	3,172	2,362	3.40	80.35
210	2021	7,128	747,683	488,703	221	2,211	3.10	68.56
	2022	7,479	852,159	545,239	264	2,065	3.53	72.90
	2023	7,928	1,007,838	599,587	253	2,370	3.19	75.63
	Total	22,535	2,607,680	1,633,529	738	2,213	3.27	72.49

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	13,266	3,128,664	2,731,660	874	3,125	6.59	205.91
	2022	13,253	3,413,342	2,339,738	785	2,981	5.92	176.54
	2023	13,113	3,847,876	3,246,094	839	3,869	6.40	247.55
	Total	39,632	10,389,882	8,317,492	2,498	3,330	6.30	209.87
230	2021	23,251	4,287,939	2,538,018	965	2,630	4.15	109.16
	2022	23,379	4,680,623	2,880,630	1,023	2,816	4.38	123.21
	2023	23,062	5,220,596	3,566,805	1,111	3,210	4.82	154.66
	Total	69,692	14,189,158	8,985,453	3,099	2,899	4.45	128.93
240	2021	20,046	3,830,885	2,466,104	927	2,660	4.62	123.02
	2022	19,782	4,097,615	3,406,199	1,073	3,174	5.42	172.19
	2023	19,109	4,507,048	3,160,558	1,030	3,069	5.39	165.40
	Total	58,937	12,435,548	9,032,861	3,030	2,981	5.14	153.26
250	2021	105,412	13,833,086	7,633,126	4,128	1,849	3.92	72.41
	2022	102,968	14,585,168	9,477,980	4,776	1,985	4.64	92.05
	2023	100,168	16,031,678	10,246,709	4,549	2,253	4.54	102.30
	Total	308,548	44,449,932	27,357,815	13,453	2,034	4.36	88.67
260	2021	167,514	24,692,694	12,690,867	6,453	1,967	3.85	75.76
	2022	171,070	27,386,404	16,740,730	7,696	2,175	4.50	97.86
	2023	177,342	32,002,753	19,854,320	8,351	2,377	4.71	111.95
	Total	515,926	84,081,851	49,285,917	22,500	2,190	4.36	95.53

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	68,855	6,848,853	4,021,349	2,531	1,589	3.68	58.40
	2022	67,486	7,303,966	5,482,218	2,867	1,912	4.25	81.23
	2023	69,785	8,736,588	6,305,635	3,102	2,033	4.45	90.36
	Total	206,126	22,889,407	15,809,202	8,500	1,860	4.12	76.70
280	2021	62,712	7,245,719	3,884,976	2,221	1,749	3.54	61.95
	2022	61,515	7,771,719	5,148,724	2,561	2,010	4.16	83.70
	2023	61,178	8,884,160	6,266,234	2,814	2,227	4.60	102.43
	Total	185,405	23,901,598	15,299,934	7,596	2,014	4.10	82.52
290	2021	33,590	4,565,789	2,524,880	1,195	2,113	3.56	75.17
	2022	33,728	4,935,378	3,045,382	1,374	2,216	4.07	90.29
	2023	34,492	5,766,249	4,013,021	1,599	2,510	4.64	116.35
	Total	101,810	15,267,416	9,583,283	4,168	2,299	4.09	94.13
300	2021	141,963	13,099,794	8,483,755	5,062	1,676	3.57	59.76
	2022	139,634	14,072,608	10,005,695	5,763	1,736	4.13	71.66
	2023	145,249	17,104,211	13,463,616	6,663	2,021	4.59	92.69
	Total	426,846	44,276,613	31,953,066	17,488	1,827	4.10	74.86
310	2021	24,799	2,775,889	1,420,661	939	1,513	3.79	57.29
	2022	24,414	2,955,889	2,125,495	1,171	1,815	4.80	87.06
	2023	25,212	3,524,963	3,090,820	1,286	2,403	5.10	122.59
	Total	74,425	9,256,741	6,636,976	3,396	1,954	4.56	89.18

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	163,294	26,308,069	16,852,929	7,310	2,305	4.48	103.21
	2022	166,349	29,095,108	19,878,683	8,281	2,401	4.98	119.50
	2023	172,654	33,994,719	25,295,686	9,040	2,798	5.24	146.51
	Total	502,297	89,397,896	62,027,298	24,631	2,518	4.90	123.49
340	2021	48,813	6,351,204	4,068,557	1,697	2,397	3.48	83.35
	2022	47,910	6,725,163	4,666,163	1,860	2,509	3.88	97.39
	2023	47,443	7,554,432	5,575,744	1,955	2,852	4.12	117.53
	Total	144,166	20,630,799	14,310,464	5,512	2,596	3.82	99.26
350	2021	114,364	12,826,702	7,449,692	3,688	2,020	3.22	65.14
	2022	113,569	13,761,900	9,347,720	4,223	2,214	3.72	82.31
	2023	116,241	16,138,770	12,454,394	5,032	2,475	4.33	107.14
	Total	344,174	42,727,372	29,251,806	12,943	2,260	3.76	84.99
360	2021	35,518	4,423,085	2,759,563	1,181	2,337	3.33	77.69
	2022	35,710	4,813,428	3,234,557	1,308	2,473	3.66	90.58
	2023	36,117	5,600,927	5,188,429	1,863	2,785	5.16	143.66
	Total	107,345	14,837,440	11,182,549	4,352	2,570	4.05	104.17
370	2021	112,510	12,962,483	7,161,025	3,671	1,951	3.26	63.65
	2022	113,692	14,328,562	9,656,800	4,409	2,190	3.88	84.94
	2023	117,645	17,047,913	12,255,090	4,961	2,470	4.22	104.17
	Total	343,847	44,338,958	29,072,915	13,041	2,229	3.79	84.55

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	22,979	3,250,561	2,301,056	841	2,736	3.66	100.14
	2022	23,452	3,620,522	2,837,992	984	2,884	4.20	121.01
	2023	24,151	4,287,624	3,162,992	1,011	3,129	4.19	130.97
	Total	70,582	11,158,707	8,302,040	2,836	2,927	4.02	117.62
390	2021	96,088	9,569,777	6,050,008	3,193	1,895	3.32	62.96
	2022	94,321	10,191,498	7,396,940	3,696	2,001	3.92	78.42
	2023	97,061	12,269,847	8,986,426	4,076	2,205	4.20	92.59
	Total	287,470	32,031,122	22,433,374	10,965	2,046	3.81	78.04
420	2021	83,833	11,054,733	6,480,339	2,970	2,182	3.54	77.30
	2022	82,580	11,683,318	7,746,273	3,272	2,367	3.96	93.80
	2023	81,325	13,044,877	11,417,711	3,900	2,928	4.80	140.40
	Total	247,738	35,782,928	25,644,323	10,142	2,529	4.09	103.51
440	2021	56,745	6,353,966	3,231,251	1,939	1,666	3.42	56.94
	2022	57,472	6,957,852	4,905,498	2,257	2,173	3.93	85.35
	2023	59,716	8,286,164	6,364,172	2,551	2,495	4.27	106.57
	Total	173,933	21,597,982	14,500,921	6,747	2,149	3.88	83.37
450	2021	20,842	2,484,125	1,346,061	641	2,100	3.08	64.58
	2022	20,857	2,690,685	1,921,327	684	2,809	3.28	92.12
	2023	20,674	2,998,694	2,245,074	798	2,813	3.86	108.59
	Total	62,373	8,173,504	5,512,462	2,123	2,597	3.40	88.38

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 726 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	151,964	16,684,189	9,188,253	5,053	1,818	3.33	60.46
	2022	152,855	18,213,629	12,358,207	5,593	2,210	3.66	80.85
	2023	157,501	21,461,532	16,428,604	6,377	2,576	4.05	104.31
	Total	462,320	56,359,350	37,975,064	17,023	2,231	3.68	82.14
470	2021	30,304	4,630,970	2,510,364	1,083	2,318	3.57	82.84
	2022	31,000	5,092,056	3,587,052	1,303	2,753	4.20	115.71
	2023	31,697	5,869,688	3,791,416	1,286	2,948	4.06	119.61
	Total	93,001	15,592,714	9,888,832	3,672	2,693	3.95	106.33
480	2021	33,390	4,945,400	3,161,279	1,327	2,382	3.97	94.68
	2022	34,286	5,447,843	3,858,894	1,508	2,559	4.40	112.55
	2023	35,749	6,311,608	4,626,507	1,605	2,883	4.49	129.42
	Total	103,425	16,704,851	11,646,680	4,440	2,623	4.29	112.61
490	2021	111,793	11,012,540	7,246,593	3,631	1,996	3.25	64.82
	2022	112,162	12,042,426	8,086,539	4,058	1,993	3.62	72.10
	2023	114,801	13,909,701	9,109,892	4,134	2,204	3.60	79.35
	Total	338,756	36,964,667	24,443,024	11,823	2,067	3.49	72.16
Statewide	2021	2,206,773	292,892,038	170,987,819	81,617	2,095	3.70	77.48
	2022	2,208,483	317,809,463	209,989,675	91,893	2,285	4.16	95.08
	2023	2,249,237	367,257,331	259,488,590	100,357	2,586	4.46	115.37
	Total	6,664,493	977,958,832	640,466,084	273,867	2,339	4.11	96.10

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	6,284	949,309	411,219	180	2,285	2.86	65.44
	2022	6,911	1,138,677	443,814	198	2,241	2.86	64.22
	2023	8,081	1,505,104	602,677	215	2,803	2.66	74.58
	Total	21,276	3,593,090	1,457,710	593	2,458	2.79	68.51
120	2021	14,013	3,849,297	2,172,002	652	3,331	4.65	155.00
	2022	15,090	4,450,126	2,191,141	680	3,222	4.51	145.20
	2023	17,230	5,686,123	3,174,833	751	4,227	4.36	184.26
	Total	46,333	13,985,546	7,537,976	2,083	3,619	4.50	162.69
130	2021	15,846	3,505,460	1,585,548	541	2,931	3.41	100.06
	2022	17,114	4,079,632	2,648,991	704	3,763	4.11	154.79
	2023	19,567	5,227,187	3,273,303	834	3,925	4.26	167.29
	Total	52,527	12,812,279	7,507,842	2,079	3,611	3.96	142.93
140	2021	1,126	221,463	87,292	31	2,816	2.75	77.52
	2022	1,131	240,065	105,792	37	2,859	3.27	93.54
	2023	1,245	303,002	202,454	50	4,049	4.02	162.61
	Total	3,502	764,530	395,538	118	3,352	3.37	112.95
150	2021	6,005	1,028,905	403,993	163	2,478	2.71	67.28
	2022	6,481	1,241,108	617,994	211	2,929	3.26	95.35
	2023	7,334	1,602,504	948,956	254	3,736	3.46	129.39
	Total	19,820	3,872,517	1,970,943	628	3,138	3.17	99.44

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	12,482	1,527,198	777,296	264	2,944	2.12	62.27
	2022	13,439	1,750,626	731,901	302	2,424	2.25	54.46
	2023	15,159	2,209,649	1,191,249	329	3,621	2.17	78.58
	Total	41,080	5,487,473	2,700,446	895	3,017	2.18	65.74
180	2021	11,231	1,503,681	867,578	226	3,839	2.01	77.25
	2022	11,513	1,613,629	930,775	272	3,422	2.36	80.85
	2023	12,591	1,930,444	1,474,148	320	4,607	2.54	117.08
	Total	35,335	5,047,754	3,272,501	818	4,001	2.31	92.61
190	2021	14,098	1,183,183	508,843	229	2,222	1.62	36.09
	2022	15,454	1,430,647	712,885	299	2,384	1.93	46.13
	2023	17,369	1,832,130	918,593	356	2,580	2.05	52.89
	Total	46,921	4,445,960	2,140,321	884	2,421	1.88	45.62
200	2021	5,297	658,953	320,219	126	2,541	2.38	60.45
	2022	6,008	802,010	507,615	156	3,254	2.60	84.49
	2023	6,934	1,039,713	652,316	175	3,728	2.52	94.07
	Total	18,239	2,500,676	1,480,150	457	3,239	2.51	81.15
210	2021	1,495	165,180	74,547	35	2,130	2.34	49.86
	2022	1,656	192,283	187,444	40	4,686	2.42	113.19
	2023	1,990	251,798	78,672	38	2,070	1.91	39.53
	Total	5,141	609,261	340,663	113	3,015	2.20	66.26

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	2,238	571,316	432,032	114	3,790	5.09	193.04
	2022	2,400	680,446	416,345	104	4,003	4.33	173.48
	2023	2,726	860,483	555,040	136	4,081	4.99	203.61
	Total	7,364	2,112,245	1,403,417	354	3,964	4.81	190.58
230	2021	3,321	656,273	223,507	122	1,832	3.67	67.30
	2022	3,670	781,375	452,545	136	3,328	3.71	123.31
	2023	4,285	1,029,001	614,534	165	3,724	3.85	143.42
	Total	11,276	2,466,649	1,290,586	423	3,051	3.75	114.45
240	2021	2,994	618,153	325,409	117	2,781	3.91	108.69
	2022	3,124	702,243	610,139	143	4,267	4.58	195.31
	2023	3,573	897,229	528,131	152	3,475	4.25	147.81
	Total	9,691	2,217,625	1,463,679	412	3,553	4.25	151.03
250	2021	22,311	3,106,525	1,474,155	596	2,473	2.67	66.07
	2022	23,667	3,542,631	2,328,969	792	2,941	3.35	98.41
	2023	26,634	4,458,336	2,614,749	823	3,177	3.09	98.17
	Total	72,612	11,107,492	6,417,873	2,211	2,903	3.04	88.39
260	2021	32,752	4,847,835	2,076,023	940	2,209	2.87	63.39
	2022	35,774	5,740,444	2,982,070	1,149	2,595	3.21	83.36
	2023	42,101	7,634,192	4,310,750	1,458	2,957	3.46	102.39
	Total	110,627	18,222,471	9,368,843	3,547	2,641	3.21	84.69

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	17,264	1,663,165	884,331	398	2,222	2.31	51.22
	2022	18,046	1,905,623	1,025,478	486	2,110	2.69	56.83
	2023	20,398	2,515,651	1,886,584	573	3,292	2.81	92.49
	Total	55,708	6,084,439	3,796,393	1,457	2,606	2.62	68.15
280	2021	11,766	1,415,470	573,610	330	1,738	2.80	48.75
	2022	12,619	1,650,411	878,965	344	2,555	2.73	69.65
	2023	14,357	2,144,078	1,609,666	477	3,375	3.32	112.12
	Total	38,742	5,209,959	3,062,241	1,151	2,661	2.97	79.04
290	2021	6,219	864,555	485,619	172	2,823	2.77	78.09
	2022	6,762	1,001,200	611,925	197	3,106	2.91	90.49
	2023	7,951	1,335,719	976,603	251	3,891	3.16	122.83
	Total	20,932	3,201,474	2,074,147	620	3,345	2.96	99.09
300	2021	34,118	3,025,399	1,699,560	802	2,119	2.35	49.81
	2022	35,663	3,455,702	1,923,047	925	2,079	2.59	53.92
	2023	40,680	4,634,620	3,195,219	1,188	2,690	2.92	78.55
	Total	110,461	11,115,721	6,817,826	2,915	2,339	2.64	61.72
310	2021	6,548	707,354	232,214	170	1,366	2.60	35.46
	2022	6,788	796,133	732,225	194	3,774	2.86	107.87
	2023	7,522	1,008,957	609,065	219	2,781	2.91	80.97
	Total	20,858	2,512,444	1,573,504	583	2,699	2.80	75.44

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	31,798	5,088,204	2,798,251	1,067	2,623	3.36	88.00
	2022	34,642	5,997,295	3,946,412	1,324	2,981	3.82	113.92
	2023	40,426	7,936,605	4,913,539	1,502	3,271	3.72	121.54
	Total	106,866	19,022,104	11,658,202	3,893	2,995	3.64	109.09
340	2021	8,548	1,157,950	701,681	229	3,064	2.68	82.09
	2022	9,137	1,348,602	981,037	307	3,196	3.36	107.37
	2023	10,245	1,731,907	1,346,836	356	3,783	3.47	131.46
	Total	27,930	4,238,459	3,029,554	892	3,396	3.19	108.47
350	2021	24,054	2,668,831	1,117,277	513	2,178	2.13	46.45
	2022	25,556	3,061,845	2,331,690	670	3,480	2.62	91.24
	2023	29,176	4,057,192	3,205,280	954	3,360	3.27	109.86
	Total	78,786	9,787,868	6,654,247	2,137	3,114	2.71	84.46
360	2021	5,784	729,718	297,523	126	2,361	2.18	51.44
	2022	6,375	888,174	568,601	172	3,306	2.70	89.19
	2023	7,672	1,232,613	834,595	287	2,908	3.74	108.78
	Total	19,831	2,850,505	1,700,719	585	2,907	2.95	85.76
370	2021	22,646	2,651,258	1,325,395	549	2,414	2.42	58.53
	2022	24,809	3,185,987	1,839,303	640	2,874	2.58	74.14
	2023	28,803	4,259,591	2,887,072	776	3,720	2.69	100.24
	Total	76,258	10,096,836	6,051,770	1,965	3,080	2.58	79.36

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	4,217	610,891	364,700	125	2,918	2.96	86.48
	2022	4,568	725,111	492,734	139	3,545	3.04	107.87
	2023	5,346	959,656	690,022	161	4,286	3.01	129.07
	Total	14,131	2,295,658	1,547,456	425	3,641	3.01	109.51
390	2021	25,985	2,662,233	1,544,904	602	2,566	2.32	59.45
	2022	27,536	3,092,960	1,838,438	687	2,676	2.49	66.76
	2023	30,839	4,031,931	2,824,641	819	3,449	2.66	91.59
	Total	84,360	9,787,124	6,207,983	2,108	2,945	2.50	73.59
420	2021	16,870	2,452,320	1,623,212	496	3,273	2.94	96.22
	2022	18,233	2,821,835	1,651,707	536	3,082	2.94	90.59
	2023	21,266	3,684,136	3,489,826	815	4,282	3.83	164.10
	Total	56,369	8,958,291	6,764,745	1,847	3,663	3.28	120.01
440	2021	10,854	1,306,198	766,278	280	2,737	2.58	70.60
	2022	12,151	1,579,979	1,316,564	355	3,709	2.92	108.35
	2023	14,168	2,095,290	1,426,776	430	3,318	3.04	100.70
	Total	37,173	4,981,467	3,509,618	1,065	3,295	2.86	94.41
450	2021	3,494	447,681	198,642	85	2,337	2.43	56.85
	2022	3,798	532,229	268,120	88	3,047	2.32	70.60
	2023	4,468	690,973	316,054	111	2,847	2.48	70.74
	Total	11,760	1,670,883	782,816	284	2,756	2.41	66.57

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 727 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	32,029	3,599,289	1,566,635	744	2,106	2.32	48.91
	2022	34,924	4,302,197	2,100,695	876	2,398	2.51	60.15
	2023	40,401	5,682,478	3,815,399	1,102	3,462	2.73	94.44
	Total	107,354	13,583,964	7,482,729	2,722	2,749	2.54	69.70
470	2021	5,296	882,395	450,907	151	2,986	2.85	85.14
	2022	5,915	1,039,001	741,018	190	3,900	3.21	125.28
	2023	6,760	1,316,217	881,083	225	3,916	3.33	130.34
	Total	17,971	3,237,613	2,073,008	566	3,663	3.15	115.35
480	2021	7,840	1,153,051	491,234	216	2,274	2.76	62.66
	2022	8,840	1,397,340	935,109	277	3,376	3.13	105.78
	2023	10,103	1,798,446	963,527	281	3,429	2.78	95.37
	Total	26,783	4,348,837	2,389,870	774	3,088	2.89	89.23
490	2021	25,643	2,458,648	1,188,346	487	2,440	1.90	46.34
	2022	27,751	2,938,710	1,653,913	690	2,397	2.49	59.60
	2023	31,727	3,817,701	2,350,050	770	3,052	2.43	74.07
	Total	85,121	9,215,059	5,192,309	1,947	2,667	2.29	61.00
Statewide	2021	452,466	59,937,341	30,049,982	11,878	2,530	2.63	66.41
	2022	487,545	70,106,276	41,705,401	14,320	2,912	2.94	85.54
	2023	559,127	91,400,656	59,362,242	17,353	3,421	3.10	106.17
	Total	1,499,138	221,444,273	131,117,625	43,551	3,011	2.91	87.46

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	864	250,631	112,211	39	2,877	4.51	129.87
	2022	847	260,382	279,708	51	5,484	6.02	330.23
	2023	812	285,176	185,800	40	4,645	4.93	228.82
	Total	2,523	796,189	577,719	130	4,444	5.15	228.98
120	2021	1,807	590,015	389,445	98	3,974	5.42	215.52
	2022	1,855	644,023	380,921	102	3,735	5.50	205.35
	2023	1,836	717,603	442,897	95	4,662	5.17	241.23
	Total	5,498	1,951,641	1,213,263	295	4,113	5.37	220.67
130	2021	2,103	676,832	433,952	113	3,840	5.37	206.35
	2022	2,080	717,213	386,900	113	3,424	5.43	186.01
	2023	2,111	813,214	324,199	100	3,242	4.74	153.58
	Total	6,294	2,207,259	1,145,051	326	3,512	5.18	181.93
140	2021	147	52,303	15,581	9	1,731	6.12	105.99
	2022	148	55,700	40,489	8	5,061	5.41	273.57
	2023	145	65,926	25,672	6	4,279	4.14	177.05
	Total	440	173,929	81,742	23	3,554	5.23	185.78
150	2021	901	327,104	131,479	48	2,739	5.33	145.93
	2022	920	347,456	205,695	56	3,673	6.09	223.58
	2023	895	379,201	251,965	47	5,361	5.25	281.53
	Total	2,716	1,053,761	589,139	151	3,902	5.56	216.91

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	1,425	410,891	253,206	71	3,566	4.98	177.69
	2022	1,547	466,663	313,378	102	3,072	6.59	202.57
	2023	1,558	526,420	433,700	90	4,819	5.78	278.37
	Total	4,530	1,403,974	1,000,284	263	3,803	5.81	220.81
180	2021	1,252	486,655	292,457	102	2,867	8.15	233.59
	2022	1,307	524,874	413,321	103	4,013	7.88	316.24
	2023	1,341	588,183	364,321	85	4,286	6.34	271.68
	Total	3,900	1,599,712	1,070,099	290	3,690	7.44	274.38
190	2021	1,077	335,222	134,214	54	2,485	5.01	124.62
	2022	1,112	349,972	314,632	56	5,618	5.04	282.94
	2023	1,117	384,397	349,878	56	6,248	5.01	313.23
	Total	3,306	1,069,591	798,724	166	4,812	5.02	241.60
200	2021	444	136,013	117,586	24	4,899	5.41	264.83
	2022	498	159,963	74,509	18	4,139	3.61	149.62
	2023	508	178,297	144,622	25	5,785	4.92	284.69
	Total	1,450	474,273	336,717	67	5,026	4.62	232.22
210	2021	100	25,019	26,692	5	5,338	5.00	266.92
	2022	85	24,347	5,490	3	1,830	3.53	64.59
	2023	84	27,529	16,359	6	2,727	7.14	194.75
	Total	269	76,895	48,541	14	3,467	5.20	180.45

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	243	71,376	72,788	11	6,617	4.53	299.54
	2022	244	77,534	123,442	20	6,172	8.20	505.91
	2023	243	94,981	75,875	16	4,742	6.58	312.24
	Total	730	243,891	272,105	47	5,789	6.44	372.75
230	2021	461	164,960	92,064	26	3,541	5.64	199.70
	2022	480	179,998	31,515	18	1,751	3.75	65.66
	2023	470	192,217	187,189	33	5,672	7.02	398.27
	Total	1,411	537,175	310,768	77	4,036	5.46	220.25
240	2021	292	103,704	30,991	15	2,066	5.14	106.13
	2022	304	115,600	83,525	9	9,281	2.96	274.75
	2023	301	129,156	45,299	11	4,118	3.65	150.50
	Total	897	348,460	159,815	35	4,566	3.90	178.17
250	2021	3,663	1,574,359	906,315	293	3,093	8.00	247.42
	2022	3,562	1,595,407	1,242,260	335	3,708	9.40	348.75
	2023	3,422	1,658,972	1,553,330	329	4,721	9.61	453.92
	Total	10,647	4,828,738	3,701,905	957	3,868	8.99	347.69
260	2021	4,337	1,486,876	1,123,266	290	3,873	6.69	259.00
	2022	4,335	1,566,242	1,016,356	315	3,227	7.27	234.45
	2023	4,336	1,739,200	1,158,023	289	4,007	6.67	267.07
	Total	13,008	4,792,318	3,297,645	894	3,689	6.87	253.51

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	1,359	448,062	259,969	71	3,662	5.22	191.29
	2022	1,268	430,906	376,096	106	3,548	8.36	296.61
	2023	1,269	500,213	301,367	72	4,186	5.67	237.48
	Total	3,896	1,379,181	937,432	249	3,765	6.39	240.61
280	2021	1,325	517,091	242,079	95	2,548	7.17	182.70
	2022	1,309	537,045	373,933	121	3,090	9.24	285.66
	2023	1,304	599,604	423,138	94	4,501	7.21	324.49
	Total	3,938	1,653,740	1,039,150	310	3,352	7.87	263.88
290	2021	650	276,752	140,111	43	3,258	6.62	215.56
	2022	640	273,839	220,812	68	3,247	10.63	345.02
	2023	634	323,859	237,889	53	4,488	8.36	375.22
	Total	1,924	874,450	598,812	164	3,651	8.52	311.23
300	2021	2,647	864,946	403,994	126	3,206	4.76	152.62
	2022	2,580	866,234	606,246	194	3,125	7.52	234.98
	2023	2,574	979,565	694,419	139	4,996	5.40	269.78
	Total	7,801	2,710,745	1,704,659	459	3,714	5.88	218.52
310	2021	466	133,642	37,854	22	1,721	4.72	81.23
	2022	442	129,577	152,165	31	4,909	7.01	344.26
	2023	449	148,699	160,204	29	5,524	6.46	356.80
	Total	1,357	411,918	350,223	82	4,271	6.04	258.09

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	4,606	1,436,802	855,678	252	3,396	5.47	185.77
	2022	4,715	1,512,343	1,000,730	265	3,776	5.62	212.24
	2023	5,047	1,789,360	1,134,909	281	4,039	5.57	224.87
	Total	14,368	4,738,505	2,991,317	798	3,749	5.55	208.19
340	2021	988	392,368	233,184	75	3,109	7.59	236.02
	2022	989	409,036	180,332	72	2,505	7.28	182.34
	2023	980	449,936	268,474	60	4,475	6.12	273.95
	Total	2,957	1,251,340	681,990	207	3,295	7.00	230.64
350	2021	2,871	900,221	501,847	155	3,238	5.40	174.80
	2022	2,880	943,883	565,568	175	3,232	6.08	196.38
	2023	2,931	1,088,945	975,228	186	5,243	6.35	332.73
	Total	8,682	2,933,049	2,042,643	516	3,959	5.94	235.27
360	2021	868	280,725	160,740	51	3,152	5.88	185.18
	2022	871	293,713	112,371	37	3,037	4.25	129.01
	2023	929	358,493	213,080	56	3,805	6.03	229.36
	Total	2,668	932,931	486,191	144	3,376	5.40	182.23
370	2021	2,199	774,032	571,554	121	4,724	5.50	259.92
	2022	2,180	817,927	642,475	136	4,724	6.24	294.71
	2023	2,141	911,171	703,715	144	4,887	6.73	328.69
	Total	6,520	2,503,130	1,917,744	401	4,782	6.15	294.13

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	462	166,070	46,710	19	2,458	4.11	101.10
	2022	474	176,177	173,190	30	5,773	6.33	365.38
	2023	464	190,171	105,215	21	5,010	4.53	226.76
	Total	1,400	532,418	325,115	70	4,645	5.00	232.23
390	2021	1,209	444,246	179,566	62	2,896	5.13	148.52
	2022	1,118	433,331	174,165	63	2,765	5.64	155.78
	2023	1,085	469,139	243,805	54	4,515	4.98	224.71
	Total	3,412	1,346,716	597,536	179	3,338	5.25	175.13
420	2021	1,265	566,057	444,725	101	4,403	7.98	351.56
	2022	1,171	560,451	403,949	96	4,208	8.20	344.96
	2023	1,112	609,318	448,883	82	5,474	7.37	403.67
	Total	3,548	1,735,826	1,297,557	279	4,651	7.86	365.72
440	2021	1,231	463,135	241,440	69	3,499	5.61	196.13
	2022	1,183	473,399	349,835	84	4,165	7.10	295.72
	2023	1,197	555,512	438,020	83	5,277	6.93	365.93
	Total	3,611	1,492,046	1,029,295	236	4,361	6.54	285.04
450	2021	577	211,520	208,498	49	4,255	8.49	361.35
	2022	557	232,069	270,070	46	5,871	8.26	484.87
	2023	546	257,171	334,355	46	7,269	8.42	612.37
	Total	1,680	700,760	812,923	141	5,765	8.39	483.88

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 72 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	2,916	1,029,523	605,899	157	3,859	5.38	207.78
	2022	2,935	1,089,789	709,711	163	4,354	5.55	241.81
	2023	2,975	1,239,584	975,176	165	5,910	5.55	327.79
	Total	8,826	3,358,896	2,290,786	485	4,723	5.50	259.55
470	2021	613	205,863	104,940	37	2,836	6.04	171.19
	2022	656	227,473	182,129	35	5,204	5.34	277.64
	2023	653	256,126	128,833	31	4,156	4.75	197.29
	Total	1,922	689,462	415,902	103	4,038	5.36	216.39
480	2021	947	283,181	299,819	45	6,663	4.75	316.60
	2022	974	308,018	233,085	64	3,642	6.57	239.31
	2023	1,027	352,879	207,202	50	4,144	4.87	201.75
	Total	2,948	944,078	740,106	159	4,655	5.39	251.05
490	2021	3,491	1,024,079	725,986	199	3,648	5.70	207.96
	2022	3,432	1,033,938	728,456	182	4,003	5.30	212.25
	2023	3,422	1,174,278	1,149,796	185	6,215	5.41	336.00
	Total	10,345	3,232,295	2,604,238	566	4,601	5.47	251.74
Statewide	2021	49,806	17,110,275	10,396,840	2,947	3,528	5.92	208.75
	2022	49,698	17,834,522	12,367,459	3,277	3,774	6.59	248.85
	2023	49,918	20,034,495	14,702,837	3,059	4,806	6.13	294.54
	Total	149,422	54,979,292	37,467,136	9,283	4,036	6.21	250.75

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	726	185,323	152,032	46	3,305	6.34	209.41
	2022	665	189,051	110,505	37	2,987	5.56	166.17
	2023	626	203,875	76,401	30	2,547	4.79	122.05
	Total	2,017	578,249	338,938	113	2,999	5.60	168.04
120	2021	1,179	340,311	217,858	53	4,111	4.50	184.78
	2022	1,124	344,450	176,075	58	3,036	5.16	156.65
	2023	1,092	372,185	259,598	61	4,256	5.59	237.73
	Total	3,395	1,056,946	653,531	172	3,800	5.07	192.50
130	2021	1,165	318,917	178,151	50	3,563	4.29	152.92
	2022	1,080	318,811	310,178	62	5,003	5.74	287.20
	2023	1,010	333,034	121,983	54	2,259	5.35	120.78
	Total	3,255	970,762	610,312	166	3,677	5.10	187.50
140	2021	85	26,608	23,873	5	4,775	5.88	280.86
	2022	86	28,414	21,651	3	7,217	3.49	251.76
	2023	76	30,974	32,042	4	8,011	5.26	421.61
	Total	247	85,996	77,566	12	6,464	4.86	314.03
150	2021	367	108,354	77,321	16	4,833	4.36	210.68
	2022	355	112,023	131,093	21	6,243	5.92	369.28
	2023	353	129,287	5,885	12	490	3.40	16.67
	Total	1,075	349,664	214,299	49	4,373	4.56	199.35

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	1,084	276,674	148,667	43	3,457	3.97	137.15
	2022	1,009	268,072	179,472	45	3,988	4.46	177.87
	2023	967	280,566	201,289	42	4,793	4.34	208.16
	Total	3,060	825,312	529,428	130	4,073	4.25	173.02
180	2021	648	206,943	154,831	37	4,185	5.71	238.94
	2022	613	216,714	99,513	36	2,764	5.87	162.34
	2023	602	232,961	128,952	27	4,776	4.49	214.21
	Total	1,863	656,618	383,296	100	3,833	5.37	205.74
190	2021	1,113	303,028	159,213	47	3,388	4.22	143.05
	2022	1,073	305,902	199,105	61	3,264	5.68	185.56
	2023	1,009	326,221	124,128	24	5,172	2.38	123.02
	Total	3,195	935,151	482,446	132	3,655	4.13	151.00
200	2021	485	126,980	109,720	21	5,225	4.33	226.23
	2022	481	127,175	58,946	29	2,033	6.03	122.55
	2023	467	135,663	193,487	33	5,863	7.07	414.32
	Total	1,433	389,818	362,153	83	4,363	5.79	252.72
210	2021	169	35,837	18,807	5	3,761	2.96	111.28
	2022	179	38,707	8,853	4	2,213	2.23	49.46
	2023	170	43,798	23,012	5	4,602	2.94	135.36
	Total	518	118,342	50,672	14	3,619	2.70	97.82

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	228	55,819	34,260	13	2,635	5.70	150.26
	2022	198	51,957	30,959	10	3,096	5.05	156.36
	2023	188	63,646	8,809	3	2,936	1.60	46.86
	Total	614	171,422	74,028	26	2,847	4.23	120.57
230	2021	211	72,747	93,779	19	4,936	9.00	444.45
	2022	194	69,044	56,335	18	3,130	9.28	290.39
	2023	183	72,314	67,503	13	5,193	7.10	368.87
	Total	588	214,105	217,617	50	4,352	8.50	370.10
240	2021	158	50,715	17,703	4	4,426	2.53	112.04
	2022	148	51,285	44,919	6	7,487	4.05	303.51
	2023	137	53,605	12,069	7	1,724	5.11	88.09
	Total	443	155,605	74,691	17	4,394	3.84	168.60
250	2021	1,717	642,530	376,448	103	3,655	6.00	219.25
	2022	1,581	613,499	492,131	113	4,355	7.15	311.28
	2023	1,526	645,003	381,974	95	4,021	6.23	250.31
	Total	4,824	1,901,032	1,250,553	311	4,021	6.45	259.24
260	2021	2,265	686,957	468,318	127	3,688	5.61	206.76
	2022	2,214	703,449	681,389	141	4,833	6.37	307.76
	2023	2,150	777,987	562,704	117	4,809	5.44	261.72
	Total	6,629	2,168,393	1,712,411	385	4,448	5.81	258.32

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	1,279	354,872	251,082	59	4,256	4.61	196.31
	2022	1,213	353,896	409,903	99	4,140	8.16	337.92
	2023	1,154	378,843	293,637	70	4,195	6.07	254.45
	Total	3,646	1,087,611	954,622	228	4,187	6.25	261.83
280	2021	709	247,994	84,231	41	2,054	5.78	118.80
	2022	650	240,111	128,015	58	2,207	8.92	196.95
	2023	623	266,975	134,654	30	4,488	4.82	216.14
	Total	1,982	755,080	346,900	129	2,689	6.51	175.03
290	2021	437	154,229	67,679	15	4,512	3.43	154.87
	2022	408	148,682	193,719	34	5,698	8.33	474.80
	2023	386	156,458	72,465	20	3,623	5.18	187.73
	Total	1,231	459,369	333,863	69	4,839	5.61	271.21
300	2021	2,625	708,535	383,163	126	3,041	4.80	145.97
	2022	2,381	689,678	601,468	149	4,037	6.26	252.61
	2023	2,334	766,670	649,877	133	4,886	5.70	278.44
	Total	7,340	2,164,883	1,634,508	408	4,006	5.56	222.69
310	2021	564	145,117	72,173	26	2,776	4.61	127.97
	2022	536	145,733	106,812	24	4,451	4.48	199.28
	2023	544	170,649	80,210	24	3,342	4.41	147.44
	Total	1,644	461,499	259,195	74	3,503	4.50	157.66

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	2,784	750,111	479,200	127	3,773	4.56	172.13
	2022	2,650	762,303	446,429	141	3,166	5.32	168.46
	2023	2,570	827,213	644,575	141	4,571	5.49	250.81
	Total	8,004	2,339,627	1,570,204	409	3,839	5.11	196.18
340	2021	460	158,232	83,846	24	3,494	5.22	182.27
	2022	443	155,363	100,565	24	4,190	5.42	227.01
	2023	417	173,829	32,531	15	2,169	3.60	78.01
	Total	1,320	487,424	216,942	63	3,444	4.77	164.35
350	2021	2,266	601,265	333,366	106	3,145	4.68	147.12
	2022	2,124	593,571	274,971	97	2,835	4.57	129.46
	2023	2,114	675,643	662,978	125	5,304	5.91	313.61
	Total	6,504	1,870,479	1,271,315	328	3,876	5.04	195.47
360	2021	489	139,586	127,923	33	3,876	6.75	261.60
	2022	443	129,647	218,926	36	6,081	8.13	494.19
	2023	443	146,097	129,048	25	5,162	5.64	291.30
	Total	1,375	415,330	475,897	94	5,063	6.84	346.11
370	2021	1,694	505,490	342,716	88	3,895	5.19	202.31
	2022	1,629	519,210	568,403	86	6,609	5.28	348.93
	2023	1,555	555,600	249,539	83	3,006	5.34	160.48
	Total	4,878	1,580,300	1,160,658	257	4,516	5.27	237.94

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	247	83,331	36,174	6	6,029	2.43	146.45
	2022	238	80,039	46,638	14	3,331	5.88	195.96
	2023	249	99,883	87,977	13	6,767	5.22	353.32
	Total	734	263,253	170,789	33	5,175	4.50	232.68
390	2021	1,278	423,779	249,577	68	3,670	5.32	195.29
	2022	1,183	414,378	287,149	62	4,631	5.24	242.73
	2023	1,151	451,122	202,690	70	2,896	6.08	176.10
	Total	3,612	1,289,279	739,416	200	3,697	5.54	204.71
420	2021	720	309,959	245,500	56	4,384	7.78	340.97
	2022	695	313,580	196,581	56	3,510	8.06	282.85
	2023	659	336,450	322,097	54	5,965	8.19	488.77
	Total	2,074	959,989	764,178	166	4,603	8.00	368.46
440	2021	725	236,198	156,846	37	4,239	5.10	216.34
	2022	687	246,665	189,439	49	3,866	7.13	275.75
	2023	676	276,746	160,515	47	3,415	6.95	237.45
	Total	2,088	759,609	506,800	133	3,811	6.37	242.72
450	2021	250	85,145	16,991	5	3,398	2.00	67.96
	2022	227	78,197	88,754	14	6,340	6.17	390.99
	2023	223	87,964	99,500	17	5,853	7.62	446.19
	Total	700	251,306	205,245	36	5,701	5.14	293.21

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 73 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	2,084	620,002	414,373	106	3,909	5.09	198.84
	2022	1,995	628,299	619,863	119	5,209	5.96	310.71
	2023	1,904	674,962	390,658	113	3,457	5.93	205.18
	Total	5,983	1,923,263	1,424,894	338	4,216	5.65	238.16
470	2021	424	124,071	60,637	18	3,369	4.25	143.01
	2022	418	127,349	59,295	24	2,471	5.74	141.85
	2023	388	135,264	66,281	14	4,734	3.61	170.83
	Total	1,230	386,684	186,213	56	3,325	4.55	151.39
480	2021	660	178,956	137,052	33	4,153	5.00	207.65
	2022	638	177,578	147,359	40	3,684	6.27	230.97
	2023	596	185,178	285,964	32	8,936	5.37	479.81
	Total	1,894	541,712	570,375	105	5,432	5.54	301.15
490	2021	2,551	693,518	382,656	105	3,644	4.12	150.00
	2022	2,379	675,085	581,526	134	4,340	5.63	244.44
	2023	2,315	730,629	387,049	100	3,870	4.32	167.19
	Total	7,245	2,099,232	1,351,231	339	3,986	4.68	186.51
Statewide	2021	33,846	9,958,133	6,156,166	1,668	3,691	4.93	181.89
	2022	31,937	9,917,917	7,866,939	1,904	4,132	5.96	246.33
	2023	30,857	10,797,294	7,152,081	1,653	4,327	5.36	231.78
	Total	96,640	30,673,344	21,175,186	5,225	4,053	5.41	219.11

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	5,211	1,338,903	1,066,567	254	4,199	4.87	204.68
	2022	4,973	1,349,476	814,847	244	3,340	4.91	163.85
	2023	4,735	1,454,029	1,001,312	215	4,657	4.54	211.47
	Total	14,919	4,142,408	2,882,726	713	4,043	4.78	193.23
120	2021	15,280	4,099,077	2,219,605	653	3,399	4.27	145.26
	2022	14,502	4,123,957	2,773,427	620	4,473	4.28	191.24
	2023	13,865	4,394,147	2,779,003	591	4,702	4.26	200.43
	Total	43,647	12,617,181	7,772,035	1,864	4,170	4.27	178.07
130	2021	14,412	3,882,069	2,376,138	666	3,568	4.62	164.87
	2022	13,815	3,936,421	2,445,718	604	4,049	4.37	177.03
	2023	13,237	4,212,322	2,490,025	566	4,399	4.28	188.11
	Total	41,464	12,030,812	7,311,881	1,836	3,983	4.43	176.34
140	2021	762	230,104	198,812	41	4,849	5.38	260.91
	2022	716	235,701	200,879	43	4,672	6.01	280.56
	2023	669	245,311	161,545	38	4,251	5.68	241.47
	Total	2,147	711,116	561,236	122	4,600	5.68	261.40
150	2021	3,265	997,510	607,499	188	3,231	5.76	186.06
	2022	3,075	997,213	646,607	176	3,674	5.72	210.28
	2023	2,934	1,060,355	547,570	160	3,422	5.45	186.63
	Total	9,274	3,055,078	1,801,676	524	3,438	5.65	194.27

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	5,266	1,357,156	945,624	284	3,330	5.39	179.57
	2022	5,121	1,409,757	1,104,881	283	3,904	5.53	215.75
	2023	4,991	1,552,313	958,051	263	3,643	5.27	191.96
	Total	15,378	4,319,226	3,008,556	830	3,625	5.40	195.64
180	2021	2,756	906,111	628,000	170	3,694	6.17	227.87
	2022	2,669	921,763	656,593	174	3,774	6.52	246.01
	2023	2,575	1,007,704	639,581	168	3,807	6.52	248.38
	Total	8,000	2,835,578	1,924,174	512	3,758	6.40	240.52
190	2021	4,548	1,316,532	989,897	255	3,882	5.61	217.66
	2022	4,346	1,311,213	1,233,344	300	4,111	6.90	283.79
	2023	4,185	1,423,249	1,115,967	232	4,810	5.54	266.66
	Total	13,079	4,050,994	3,339,208	787	4,243	6.02	255.31
200	2021	2,277	640,650	513,388	143	3,590	6.28	225.47
	2022	2,202	673,145	768,742	160	4,805	7.27	349.11
	2023	2,152	750,351	538,288	109	4,938	5.07	250.13
	Total	6,631	2,064,146	1,820,418	412	4,418	6.21	274.53
210	2021	485	116,949	32,989	16	2,062	3.30	68.02
	2022	488	123,826	198,153	31	6,392	6.35	406.05
	2023	489	144,045	105,745	20	5,287	4.09	216.25
	Total	1,462	384,820	336,887	67	5,028	4.58	230.43

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	1,279	347,336	128,236	51	2,514	3.99	100.26
	2022	1,224	358,234	346,041	62	5,581	5.07	282.71
	2023	1,191	388,959	229,811	66	3,482	5.54	192.96
	Total	3,694	1,094,529	704,088	179	3,933	4.85	190.60
230	2021	1,811	560,061	310,202	89	3,485	4.91	171.29
	2022	1,756	567,983	536,943	102	5,264	5.81	305.78
	2023	1,705	629,411	300,918	64	4,702	3.75	176.49
	Total	5,272	1,757,455	1,148,063	255	4,502	4.84	217.77
240	2021	2,205	633,502	426,785	124	3,442	5.62	193.55
	2022	2,048	615,180	454,470	112	4,058	5.47	221.91
	2023	1,954	673,437	334,490	95	3,521	4.86	171.18
	Total	6,207	1,922,119	1,215,745	331	3,673	5.33	195.87
250	2021	7,801	2,965,207	2,249,149	587	3,832	7.52	288.32
	2022	7,508	3,043,462	2,516,281	665	3,784	8.86	335.15
	2023	7,198	3,265,398	2,739,939	535	5,121	7.43	380.65
	Total	22,507	9,274,067	7,505,369	1,787	4,200	7.94	333.47
260	2021	15,732	4,587,282	3,292,894	869	3,789	5.52	209.31
	2022	15,234	4,726,944	3,379,910	930	3,634	6.10	221.87
	2023	14,788	5,161,744	3,297,796	757	4,356	5.12	223.00
	Total	45,754	14,475,970	9,970,600	2,556	3,901	5.59	217.92

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	4,863	1,452,800	1,061,602	247	4,298	5.08	218.30
	2022	4,548	1,443,568	1,007,954	300	3,360	6.60	221.63
	2023	4,429	1,587,206	1,251,337	273	4,584	6.16	282.53
	Total	13,840	4,483,574	3,320,893	820	4,050	5.92	239.95
280	2021	4,327	1,554,797	1,248,171	295	4,231	6.82	288.46
	2022	4,045	1,577,640	1,190,204	353	3,372	8.73	294.24
	2023	3,849	1,687,985	1,380,467	315	4,382	8.18	358.66
	Total	12,221	4,820,422	3,818,842	963	3,966	7.88	312.48
290	2021	2,625	932,903	605,553	183	3,309	6.97	230.69
	2022	2,520	935,080	765,626	203	3,772	8.06	303.82
	2023	2,508	1,066,429	646,047	173	3,734	6.90	257.59
	Total	7,653	2,934,412	2,017,226	559	3,609	7.30	263.59
300	2021	9,689	2,838,868	2,229,972	551	4,047	5.69	230.16
	2022	9,119	2,815,791	2,507,291	657	3,816	7.20	274.95
	2023	8,817	3,088,485	2,559,999	607	4,217	6.88	290.35
	Total	27,625	8,743,144	7,297,262	1,815	4,021	6.57	264.15
310	2021	2,113	553,380	301,669	106	2,846	5.02	142.77
	2022	1,972	545,124	361,077	113	3,195	5.73	183.10
	2023	1,906	595,785	546,627	115	4,753	6.03	286.79
	Total	5,991	1,694,289	1,209,373	334	3,621	5.58	201.86

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	22,854	5,784,019	3,871,529	1,038	3,730	4.54	169.40
	2022	21,924	5,902,590	4,594,084	1,092	4,207	4.98	209.55
	2023	21,277	6,465,993	4,637,662	1,027	4,516	4.83	217.97
	Total	66,055	18,152,602	13,103,275	3,157	4,151	4.78	198.37
340	2021	4,290	1,440,186	1,104,737	334	3,308	7.79	257.51
	2022	4,046	1,437,838	990,476	275	3,602	6.80	244.80
	2023	3,847	1,566,563	957,731	260	3,684	6.76	248.96
	Total	12,183	4,444,587	3,052,944	869	3,513	7.13	250.59
350	2021	12,228	3,359,499	2,421,277	651	3,719	5.32	198.01
	2022	11,532	3,360,450	2,749,130	734	3,745	6.36	238.39
	2023	10,973	3,684,199	2,876,814	664	4,333	6.05	262.17
	Total	34,733	10,404,148	8,047,221	2,049	3,927	5.90	231.69
360	2021	4,591	1,233,850	684,798	235	2,914	5.12	149.16
	2022	4,326	1,256,545	872,814	289	3,020	6.68	201.76
	2023	4,152	1,367,234	894,156	226	3,956	5.44	215.36
	Total	13,069	3,857,629	2,451,768	750	3,269	5.74	187.60
370	2021	10,037	3,103,531	2,133,116	579	3,684	5.77	212.53
	2022	9,618	3,150,375	3,004,701	648	4,637	6.74	312.40
	2023	9,197	3,438,488	2,294,505	525	4,370	5.71	249.48
	Total	28,852	9,692,394	7,432,322	1,752	4,242	6.07	257.60

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	2,065	580,155	406,834	95	4,282	4.60	197.01
	2022	1,959	603,734	590,775	110	5,371	5.62	301.57
	2023	1,889	670,620	660,294	115	5,742	6.09	349.55
	Total	5,913	1,854,509	1,657,903	320	5,181	5.41	280.38
390	2021	4,272	1,474,429	1,022,892	304	3,365	7.12	239.44
	2022	4,040	1,453,214	1,547,590	340	4,552	8.42	383.07
	2023	3,889	1,610,186	1,457,159	303	4,809	7.79	374.69
	Total	12,201	4,537,829	4,027,641	947	4,253	7.76	330.11
420	2021	3,854	1,624,943	1,550,882	377	4,114	9.78	402.41
	2022	3,610	1,635,902	1,915,264	383	5,001	10.61	530.54
	2023	3,383	1,747,950	1,401,150	345	4,061	10.20	414.17
	Total	10,847	5,008,795	4,867,296	1,105	4,405	10.19	448.72
440	2021	3,948	1,337,096	1,045,593	258	4,053	6.53	264.84
	2022	3,768	1,357,288	1,445,293	281	5,143	7.46	383.57
	2023	3,692	1,532,725	1,069,792	244	4,384	6.61	289.76
	Total	11,408	4,227,109	3,560,678	783	4,547	6.86	312.12
450	2021	1,988	678,061	318,932	97	3,288	4.88	160.43
	2022	1,860	664,396	708,929	142	4,992	7.63	381.14
	2023	1,739	695,971	447,263	112	3,993	6.44	257.20
	Total	5,587	2,038,428	1,475,124	351	4,203	6.28	264.03

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 74 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	13,227	3,892,158	3,201,963	748	4,281	5.66	242.08
	2022	12,666	4,004,479	3,463,242	780	4,440	6.16	273.43
	2023	12,238	4,394,897	3,498,831	700	4,998	5.72	285.90
	Total	38,131	12,291,534	10,164,036	2,228	4,562	5.84	266.56
470	2021	3,865	1,026,023	681,000	171	3,982	4.42	176.20
	2022	3,662	1,027,585	730,304	175	4,173	4.78	199.43
	2023	3,442	1,092,313	805,981	171	4,713	4.97	234.16
	Total	10,969	3,145,921	2,217,285	517	4,289	4.71	202.14
480	2021	4,159	1,052,482	523,187	179	2,923	4.30	125.80
	2022	3,969	1,081,315	885,341	197	4,494	4.96	223.06
	2023	3,844	1,174,219	823,804	173	4,762	4.50	214.31
	Total	11,972	3,308,016	2,232,332	549	4,066	4.59	186.46
490	2021	12,710	3,374,537	2,426,758	636	3,816	5.00	190.93
	2022	12,074	3,464,532	2,893,354	674	4,293	5.58	239.64
	2023	11,621	3,789,045	2,596,200	627	4,141	5.40	223.41
	Total	36,405	10,628,114	7,916,312	1,937	4,087	5.32	217.45
Statewide	2021	210,795	61,272,166	42,826,250	11,474	3,732	5.44	203.17
	2022	200,935	62,111,721	50,300,285	12,252	4,105	6.10	250.33
	2023	193,360	67,619,068	48,045,860	10,854	4,427	5.61	248.48
	Total	605,090	191,002,955	141,172,395	34,580	4,082	5.71	233.31

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	18,607	5,131,189	2,709,167	768	3,528	4.13	145.60
	2022	18,611	5,433,230	3,046,182	806	3,779	4.33	163.68
	2023	18,298	6,040,652	3,819,468	789	4,841	4.31	208.74
	Total	55,516	16,605,071	9,574,817	2,363	4,052	4.26	172.47
120	2021	75,151	21,926,527	11,951,044	3,084	3,875	4.10	159.03
	2022	73,488	22,385,559	13,558,620	3,125	4,339	4.25	184.50
	2023	71,214	24,001,850	12,878,124	2,760	4,666	3.88	180.84
	Total	219,853	68,313,936	38,387,788	8,969	4,280	4.08	174.61
130	2021	91,743	27,501,354	13,861,892	3,832	3,617	4.18	151.09
	2022	90,187	28,301,467	16,966,402	3,726	4,554	4.13	188.12
	2023	86,856	30,226,958	16,023,205	3,584	4,471	4.13	184.48
	Total	268,786	86,029,779	46,851,499	11,142	4,205	4.15	174.31
140	2021	4,558	1,548,794	946,293	285	3,320	6.25	207.61
	2022	4,357	1,552,380	875,877	230	3,808	5.28	201.03
	2023	4,134	1,654,542	1,070,619	229	4,675	5.54	258.98
	Total	13,049	4,755,716	2,892,789	744	3,888	5.70	221.69
150	2021	21,463	6,931,355	4,243,149	1,121	3,785	5.22	197.70
	2022	21,381	7,153,767	4,743,761	1,127	4,209	5.27	221.87
	2023	20,491	7,761,339	4,743,912	1,023	4,637	4.99	231.51
	Total	63,335	21,846,461	13,730,822	3,271	4,198	5.16	216.80

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	33,744	9,233,976	5,131,108	1,384	3,707	4.10	152.06
	2022	34,181	9,765,547	5,791,850	1,463	3,959	4.28	169.45
	2023	33,387	10,696,462	6,191,954	1,394	4,442	4.18	185.46
	Total	101,312	29,695,985	17,114,912	4,241	4,036	4.19	168.93
180	2021	12,726	4,253,659	2,685,953	632	4,250	4.97	211.06
	2022	12,799	4,435,178	2,584,534	642	4,026	5.02	201.93
	2023	12,512	4,900,473	3,111,404	645	4,824	5.16	248.67
	Total	38,037	13,589,310	8,381,891	1,919	4,368	5.05	220.36
190	2021	26,592	7,503,766	4,637,168	1,094	4,239	4.11	174.38
	2022	27,617	8,099,517	4,835,557	1,175	4,115	4.25	175.09
	2023	27,451	9,089,159	6,645,940	1,219	5,452	4.44	242.10
	Total	81,660	24,692,442	16,118,665	3,488	4,621	4.27	197.39
200	2021	11,877	3,281,961	2,108,344	529	3,986	4.45	177.51
	2022	12,520	3,595,501	2,819,098	610	4,621	4.87	225.17
	2023	12,588	4,115,846	2,546,738	517	4,926	4.11	202.31
	Total	36,985	10,993,308	7,474,180	1,656	4,513	4.48	202.09
210	2021	3,704	844,324	562,375	116	4,848	3.13	151.83
	2022	3,796	909,449	505,373	135	3,744	3.56	133.13
	2023	3,874	1,042,406	629,497	143	4,402	3.69	162.49
	Total	11,374	2,796,179	1,697,245	394	4,308	3.46	149.22

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	9,455	2,650,576	1,358,476	340	3,996	3.60	143.68
	2022	9,629	2,876,549	1,577,151	329	4,794	3.42	163.79
	2023	9,283	3,113,009	1,684,086	332	5,073	3.58	181.42
	Total	28,367	8,640,134	4,619,713	1,001	4,615	3.53	162.86
230	2021	15,387	5,342,042	3,017,751	734	4,111	4.77	196.12
	2022	15,082	5,453,278	3,174,124	772	4,112	5.12	210.46
	2023	14,468	5,926,688	3,204,041	702	4,564	4.85	221.46
	Total	44,937	16,722,008	9,395,916	2,208	4,255	4.91	209.09
240	2021	16,646	5,361,528	2,909,070	783	3,715	4.70	174.76
	2022	16,298	5,492,387	3,530,039	787	4,485	4.83	216.59
	2023	15,813	6,012,827	3,093,173	787	3,930	4.98	195.61
	Total	48,757	16,866,742	9,532,282	2,357	4,044	4.83	195.51
250	2021	37,169	14,450,628	8,534,724	2,301	3,709	6.19	229.62
	2022	35,943	14,543,070	10,249,572	2,384	4,299	6.63	285.16
	2023	34,119	15,426,972	9,120,552	1,977	4,613	5.79	267.32
	Total	107,231	44,420,670	27,904,848	6,662	4,189	6.21	260.23
260	2021	98,844	30,087,060	18,379,173	4,445	4,135	4.50	185.94
	2022	97,906	31,178,967	21,106,293	4,612	4,576	4.71	215.58
	2023	95,901	34,277,357	21,198,740	4,270	4,965	4.45	221.05
	Total	292,651	95,543,384	60,684,206	13,327	4,553	4.55	207.36

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	31,403	9,379,048	5,371,503	1,276	4,210	4.06	171.05
	2022	31,145	9,573,855	6,318,699	1,570	4,025	5.04	202.88
	2023	30,675	10,806,792	6,530,912	1,397	4,675	4.55	212.91
	Total	93,223	29,759,695	18,221,114	4,243	4,294	4.55	195.46
280	2021	23,804	8,631,398	5,259,146	1,385	3,797	5.82	220.94
	2022	23,142	8,757,658	6,370,169	1,533	4,155	6.62	275.26
	2023	22,217	9,590,242	6,482,209	1,287	5,037	5.79	291.77
	Total	69,163	26,979,298	18,111,524	4,205	4,307	6.08	261.87
290	2021	14,056	5,194,123	2,299,558	723	3,181	5.14	163.60
	2022	14,032	5,297,494	3,713,870	864	4,298	6.16	264.67
	2023	13,831	5,989,515	3,662,405	790	4,636	5.71	264.80
	Total	41,919	16,481,132	9,675,833	2,377	4,071	5.67	230.82
300	2021	55,490	16,204,590	9,503,093	2,389	3,978	4.31	171.26
	2022	55,889	16,754,119	11,399,795	2,812	4,054	5.03	203.97
	2023	55,629	19,192,161	13,495,052	2,585	5,221	4.65	242.59
	Total	167,008	52,150,870	34,397,940	7,786	4,418	4.66	205.97
310	2021	11,003	2,994,869	1,774,955	454	3,910	4.13	161.32
	2022	11,550	3,214,152	2,279,492	577	3,951	5.00	197.36
	2023	11,608	3,730,782	2,471,836	543	4,552	4.68	212.94
	Total	34,161	9,939,803	6,526,283	1,574	4,146	4.61	191.04

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	161,823	41,529,818	24,785,853	6,232	3,977	3.85	153.17
	2022	161,437	43,088,277	29,041,214	6,471	4,488	4.01	179.89
	2023	158,446	47,522,714	28,296,173	5,908	4,789	3.73	178.59
	Total	481,706	132,140,809	82,123,240	18,611	4,413	3.86	170.48
340	2021	26,841	9,040,361	5,876,910	1,541	3,814	5.74	218.95
	2022	26,438	9,278,185	6,183,097	1,588	3,894	6.01	233.87
	2023	25,111	10,060,246	5,948,728	1,400	4,249	5.58	236.90
	Total	78,390	28,378,792	18,008,735	4,529	3,976	5.78	229.73
350	2021	84,858	23,332,582	14,221,795	3,871	3,674	4.56	167.60
	2022	86,277	24,623,154	17,862,982	4,144	4,311	4.80	207.04
	2023	85,079	27,870,028	18,019,801	3,936	4,578	4.63	211.80
	Total	256,214	75,825,764	50,104,578	11,951	4,193	4.66	195.56
360	2021	33,378	9,350,420	5,959,547	1,482	4,021	4.44	178.55
	2022	33,018	9,650,959	6,365,178	1,467	4,339	4.44	192.78
	2023	32,113	10,651,145	6,409,425	1,393	4,601	4.34	199.59
	Total	98,509	29,652,524	18,734,150	4,342	4,315	4.41	190.18
370	2021	71,881	22,279,306	13,911,990	3,194	4,356	4.44	193.54
	2022	71,348	23,121,450	16,344,036	3,478	4,699	4.87	229.07
	2023	69,669	25,524,712	16,863,674	3,248	5,192	4.66	242.05
	Total	212,898	70,925,468	47,119,700	9,920	4,750	4.66	221.33

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	13,945	4,188,810	2,475,958	570	4,344	4.09	177.55
	2022	13,813	4,298,965	3,032,142	613	4,946	4.44	219.51
	2023	13,669	4,821,327	2,742,532	527	5,204	3.86	200.64
	Total	41,427	13,309,102	8,250,632	1,710	4,825	4.13	199.16
390	2021	31,863	10,893,873	6,667,087	1,565	4,260	4.91	209.24
	2022	32,152	11,210,204	9,005,464	1,805	4,989	5.61	280.09
	2023	31,847	12,750,008	8,383,383	1,733	4,837	5.44	263.24
	Total	95,862	34,854,085	24,055,934	5,103	4,714	5.32	250.94
420	2021	24,320	10,717,524	7,486,943	1,904	3,932	7.83	307.85
	2022	24,184	10,931,301	8,142,150	1,850	4,401	7.65	336.68
	2023	23,088	11,993,469	7,726,665	1,640	4,711	7.10	334.66
	Total	71,592	33,642,294	23,355,758	5,394	4,330	7.53	326.23
440	2021	24,222	8,510,923	5,553,400	1,321	4,204	5.45	229.27
	2022	24,333	8,839,426	5,861,322	1,283	4,568	5.27	240.88
	2023	23,887	9,919,289	6,300,654	1,280	4,922	5.36	263.77
	Total	72,442	27,269,638	17,715,376	3,884	4,561	5.36	244.55
450	2021	11,751	4,145,639	2,788,484	672	4,150	5.72	237.30
	2022	11,488	4,272,417	2,773,982	627	4,424	5.46	241.47
	2023	11,000	4,636,303	2,525,102	558	4,525	5.07	229.55
	Total	34,239	13,054,359	8,087,568	1,857	4,355	5.42	236.21

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 76 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	109,735	32,124,158	19,673,450	4,670	4,213	4.26	179.28
	2022	109,812	33,260,373	22,973,704	4,768	4,818	4.34	209.21
	2023	107,800	36,902,504	23,325,576	4,683	4,981	4.34	216.38
	Total	327,347	102,287,035	65,972,730	14,121	4,672	4.31	201.54
470	2021	29,657	8,579,919	5,257,247	1,285	4,091	4.33	177.27
	2022	29,210	8,768,297	6,237,404	1,278	4,881	4.38	213.54
	2023	28,441	9,522,003	5,498,027	1,191	4,616	4.19	193.31
	Total	87,308	26,870,219	16,992,678	3,754	4,527	4.30	194.63
480	2021	36,198	9,121,641	5,589,951	1,321	4,232	3.65	154.43
	2022	36,221	9,543,241	5,905,536	1,374	4,298	3.79	163.04
	2023	35,582	10,528,520	6,682,316	1,371	4,874	3.85	187.80
	Total	108,001	29,193,402	18,177,803	4,066	4,471	3.76	168.31
490	2021	99,657	28,033,020	17,308,842	4,444	3,895	4.46	173.68
	2022	100,356	29,468,356	21,802,458	4,734	4,606	4.72	217.25
	2023	98,873	32,947,240	22,312,067	4,460	5,003	4.51	225.66
	Total	298,886	90,448,616	61,423,367	13,638	4,504	4.56	205.51
Statewide	2021	1,373,551	410,300,761	244,801,399	61,747	3,965	4.50	178.23
	2022	1,369,640	425,127,729	286,977,127	64,759	4,431	4.73	209.53
	2023	1,338,954	469,245,540	289,637,990	60,301	4,803	4.50	216.32
	Total	4,082,145	1,304,674,030	821,416,516	186,807	4,397	4.58	201.22

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	44,049	13,792,133	8,175,177	1,726	4,736	3.92	185.59
	2022	44,799	15,151,946	9,253,218	1,997	4,634	4.46	206.55
	2023	45,705	17,569,711	10,922,948	1,876	5,822	4.10	238.99
	Total	134,553	46,513,790	28,351,343	5,599	5,064	4.16	210.71
120	2021	128,380	46,550,438	28,420,407	6,330	4,490	4.93	221.38
	2022	129,457	49,628,893	31,227,797	6,454	4,839	4.99	241.22
	2023	130,845	56,086,257	33,396,999	6,161	5,421	4.71	255.24
	Total	388,682	152,265,588	93,045,203	18,945	4,911	4.87	239.39
130	2021	156,833	57,876,715	35,132,038	7,675	4,577	4.89	224.01
	2022	157,956	61,443,899	39,504,166	7,782	5,076	4.93	250.10
	2023	158,991	69,267,426	39,686,466	7,509	5,285	4.72	249.61
	Total	473,780	188,588,040	114,322,670	22,966	4,978	4.85	241.30
140	2021	10,593	4,626,512	3,000,244	693	4,329	6.54	283.23
	2022	10,383	4,746,063	3,044,733	660	4,613	6.36	293.24
	2023	10,270	5,404,297	2,861,092	611	4,683	5.95	278.59
	Total	31,246	14,776,872	8,906,069	1,964	4,535	6.29	285.03
150	2021	49,577	19,376,418	11,847,124	2,767	4,282	5.58	238.96
	2022	49,690	20,509,954	13,312,394	2,761	4,822	5.56	267.91
	2023	49,606	23,191,658	13,776,614	2,746	5,017	5.54	277.72
	Total	148,873	63,078,030	38,936,132	8,274	4,706	5.56	261.54

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	85,002	26,596,074	15,641,113	3,419	4,575	4.02	184.01
	2022	86,161	28,264,298	18,458,904	3,621	5,098	4.20	214.24
	2023	87,835	32,220,224	18,390,731	3,445	5,338	3.92	209.38
	Total	258,998	87,080,596	52,490,748	10,485	5,006	4.05	202.67
180	2021	52,901	23,801,615	13,172,321	2,552	5,162	4.82	249.00
	2022	51,275	23,596,815	13,982,898	2,722	5,137	5.31	272.70
	2023	50,176	25,104,472	14,201,878	2,382	5,962	4.75	283.04
	Total	154,352	72,502,902	41,357,097	7,656	5,402	4.96	267.94
190	2021	106,267	33,702,365	21,301,196	4,361	4,884	4.10	200.45
	2022	108,131	36,422,338	23,403,384	4,802	4,874	4.44	216.44
	2023	110,441	41,997,571	26,083,382	4,540	5,745	4.11	236.17
	Total	324,839	112,122,274	70,787,962	13,703	5,166	4.22	217.92
200	2021	45,539	14,814,452	9,587,406	1,994	4,808	4.38	210.53
	2022	47,710	16,390,310	11,518,706	2,168	5,313	4.54	241.43
	2023	49,979	19,501,615	11,632,214	2,210	5,263	4.42	232.74
	Total	143,228	50,706,377	32,738,326	6,372	5,138	4.45	228.57
210	2021	13,078	3,161,250	1,405,800	414	3,396	3.17	107.49
	2022	13,889	3,523,891	2,843,105	444	6,403	3.20	204.70
	2023	14,758	4,252,549	2,176,984	433	5,028	2.93	147.51
	Total	41,725	10,937,690	6,425,889	1,291	4,977	3.09	154.01

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	23,328	8,714,405	5,548,655	1,202	4,616	5.15	237.85
	2022	23,025	9,283,162	5,741,357	1,133	5,067	4.92	249.35
	2023	22,733	10,402,353	5,658,285	1,013	5,586	4.46	248.90
	Total	69,086	28,399,920	16,948,297	3,348	5,062	4.85	245.32
230	2021	38,078	16,240,297	9,797,851	2,092	4,683	5.49	257.31
	2022	38,310	17,267,913	10,613,283	2,060	5,152	5.38	277.04
	2023	38,033	19,563,442	11,435,517	2,102	5,440	5.53	300.67
	Total	114,421	53,071,652	31,846,651	6,254	5,092	5.47	278.33
240	2021	30,870	12,605,232	6,906,891	1,627	4,245	5.27	223.74
	2022	30,772	13,311,073	7,668,636	1,681	4,562	5.46	249.21
	2023	30,288	14,798,693	7,905,300	1,543	5,123	5.09	261.00
	Total	91,930	40,714,998	22,480,827	4,851	4,634	5.28	244.54
250	2021	128,797	61,528,321	38,813,005	8,411	4,615	6.53	301.35
	2022	126,159	62,920,671	45,361,526	8,753	5,182	6.94	359.56
	2023	123,074	68,017,169	42,506,460	7,582	5,606	6.16	345.37
	Total	378,030	192,466,161	126,680,991	24,746	5,119	6.55	335.11
260	2021	275,706	98,795,213	61,051,409	12,732	4,795	4.62	221.44
	2022	281,189	106,775,965	74,285,755	14,371	5,169	5.11	264.18
	2023	290,204	124,250,879	77,637,190	13,593	5,712	4.68	267.53
	Total	847,099	329,822,057	212,974,354	40,696	5,233	4.80	251.42

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	115,014	38,257,613	23,116,099	4,736	4,881	4.12	200.99
	2022	112,890	39,706,668	27,821,217	5,717	4,866	5.06	246.45
	2023	115,977	46,601,465	29,853,425	5,249	5,687	4.53	257.41
	Total	343,881	124,565,746	80,790,741	15,702	5,145	4.57	234.94
280	2021	85,760	36,549,756	23,156,585	5,013	4,619	5.85	270.02
	2022	84,557	38,446,358	28,399,378	5,699	4,983	6.74	335.86
	2023	84,257	43,871,738	27,936,521	5,196	5,377	6.17	331.56
	Total	254,574	118,867,852	79,492,484	15,908	4,997	6.25	312.26
290	2021	46,050	20,059,647	11,921,739	2,574	4,632	5.59	258.89
	2022	46,291	21,484,778	15,368,651	3,016	5,096	6.52	332.00
	2023	47,236	25,084,748	15,611,559	2,711	5,759	5.74	330.50
	Total	139,577	66,629,173	42,901,949	8,301	5,168	5.95	307.37
300	2021	219,172	70,977,124	42,642,889	8,920	4,781	4.07	194.56
	2022	215,649	74,222,870	56,429,638	11,180	5,047	5.18	261.67
	2023	222,445	88,216,566	58,678,477	10,181	5,764	4.58	263.79
	Total	657,266	233,416,560	157,751,004	30,281	5,210	4.61	240.01
310	2021	39,193	11,721,565	6,592,055	1,457	4,524	3.72	168.19
	2022	38,389	12,226,649	8,873,307	1,937	4,581	5.05	231.14
	2023	39,202	14,324,765	9,203,387	1,797	5,122	4.58	234.77
	Total	116,784	38,272,979	24,668,749	5,191	4,752	4.44	211.23

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	350,167	108,428,150	64,547,632	14,282	4,520	4.08	184.33
	2022	355,172	115,731,080	79,751,725	15,552	5,128	4.38	224.54
	2023	365,117	133,983,291	83,593,304	15,175	5,509	4.16	228.95
	Total	1,070,456	358,142,521	227,892,661	45,009	5,063	4.20	212.89
340	2021	77,093	33,117,767	22,211,374	5,042	4,405	6.54	288.11
	2022	76,538	34,886,903	24,856,712	5,155	4,822	6.74	324.76
	2023	76,000	39,481,227	24,295,633	4,680	5,191	6.16	319.68
	Total	229,631	107,485,897	71,363,719	14,877	4,797	6.48	310.78
350	2021	222,618	70,922,747	43,448,724	9,883	4,396	4.44	195.17
	2022	219,622	74,141,430	53,445,124	10,951	4,880	4.99	243.35
	2023	222,967	86,003,129	55,574,407	10,603	5,241	4.76	249.25
	Total	665,207	231,067,306	152,468,255	31,437	4,850	4.73	229.20
360	2021	70,904	24,075,387	14,670,729	3,350	4,379	4.72	206.91
	2022	71,374	25,804,910	17,358,004	3,642	4,766	5.10	243.20
	2023	72,521	29,890,694	18,239,608	3,505	5,204	4.83	251.51
	Total	214,799	79,770,991	50,268,341	10,497	4,789	4.89	234.03
370	2021	188,443	70,474,781	44,147,596	9,029	4,890	4.79	234.28
	2022	189,598	75,564,346	56,669,348	10,036	5,647	5.29	298.89
	2023	194,377	88,070,259	59,492,064	10,096	5,893	5.19	306.07
	Total	572,418	234,109,386	160,309,008	29,161	5,497	5.09	280.06

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	37,002	14,279,140	8,118,392	1,759	4,615	4.75	219.40
	2022	37,623	15,492,539	12,352,209	2,028	6,091	5.39	328.32
	2023	38,710	18,193,193	12,085,536	1,957	6,176	5.06	312.21
	Total	113,335	47,964,872	32,556,137	5,744	5,668	5.07	287.26
390	2021	148,406	56,379,510	36,695,749	7,233	5,073	4.87	247.27
	2022	145,840	58,567,530	45,948,593	8,056	5,704	5.52	315.06
	2023	148,863	68,562,512	48,171,984	7,882	6,112	5.29	323.60
	Total	443,109	183,509,552	130,816,326	23,171	5,646	5.23	295.22
420	2021	105,394	55,577,678	38,895,150	8,378	4,643	7.95	369.05
	2022	104,428	58,040,847	44,818,196	8,622	5,198	8.26	429.18
	2023	102,984	65,058,326	44,880,762	7,965	5,635	7.73	435.80
	Total	312,806	178,676,851	128,594,108	24,965	5,151	7.98	411.10
440	2021	86,131	35,602,191	23,858,974	4,755	5,018	5.52	277.01
	2022	87,046	38,049,909	27,429,235	5,256	5,219	6.04	315.11
	2023	89,507	44,545,631	30,449,347	5,192	5,865	5.80	340.19
	Total	262,684	118,197,731	81,737,556	15,203	5,376	5.79	311.16
450	2021	33,306	14,674,012	9,296,753	1,982	4,691	5.95	279.13
	2022	33,366	15,468,817	11,464,856	2,086	5,496	6.25	343.61
	2023	33,286	17,522,915	10,597,976	2,040	5,195	6.13	318.39
	Total	99,958	47,665,744	31,359,585	6,108	5,134	6.11	313.73

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 77 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	292,910	103,744,287	65,407,572	13,172	4,966	4.50	223.30
	2022	295,169	110,685,098	80,245,917	14,422	5,564	4.89	271.86
	2023	302,447	128,680,424	83,261,510	13,936	5,975	4.61	275.29
	Total	890,526	343,109,809	228,914,999	41,530	5,512	4.66	257.06
470	2021	59,180	20,818,252	14,081,194	2,811	5,009	4.75	237.94
	2022	60,412	22,385,487	15,187,980	2,947	5,154	4.88	251.41
	2023	61,917	25,672,761	15,660,667	2,895	5,410	4.68	252.93
	Total	181,509	68,876,500	44,929,841	8,653	5,192	4.77	247.54
480	2021	84,725	25,357,503	15,593,567	3,261	4,782	3.85	184.05
	2022	85,776	27,097,837	19,466,279	3,534	5,508	4.12	226.94
	2023	87,708	30,955,681	19,589,361	3,351	5,846	3.82	223.35
	Total	258,209	83,411,021	54,649,207	10,146	5,386	3.93	211.65
490	2021	233,319	72,406,162	46,439,663	9,778	4,749	4.19	199.04
	2022	234,861	77,374,856	55,980,382	10,722	5,221	4.57	238.36
	2023	241,021	89,268,103	58,726,017	10,346	5,676	4.29	243.66
	Total	709,201	239,049,121	161,146,062	30,846	5,224	4.35	227.22
Statewide	2021	3,683,785	1,325,604,712	824,643,073	175,410	4,701	4.76	223.86
	2022	3,693,507	1,404,616,103	992,086,613	191,967	5,168	5.20	268.60
	2023	3,759,480	1,615,615,744	1,024,173,605	182,503	5,612	4.85	272.42
	Total	11,136,772	4,345,836,559	2,840,903,291	549,880	5,166	4.94	255.09

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
110	2021	7,865	2,795,610	1,582,244	272	5,817	3.46	201.18
	2022	8,605	3,284,574	2,211,300	353	6,264	4.10	256.98
	2023	9,886	4,375,769	2,281,938	352	6,483	3.56	230.83
	Total	26,356	10,455,953	6,075,482	977	6,219	3.71	230.52
120	2021	17,555	7,902,096	4,539,112	819	5,542	4.67	258.57
	2022	18,760	8,917,675	5,400,383	887	6,088	4.73	287.87
	2023	21,321	11,505,038	6,599,859	951	6,940	4.46	309.55
	Total	57,636	28,324,809	16,539,354	2,657	6,225	4.61	286.96
130	2021	20,053	8,969,143	4,752,047	866	5,487	4.32	236.97
	2022	21,384	10,208,088	6,559,504	1,031	6,362	4.82	306.75
	2023	24,281	13,176,560	7,292,377	1,094	6,666	4.51	300.33
	Total	65,718	32,353,791	18,603,928	2,991	6,220	4.55	283.09
140	2021	1,359	770,082	527,042	83	6,350	6.11	387.82
	2022	1,352	806,626	465,903	81	5,752	5.99	344.60
	2023	1,500	1,040,359	438,352	95	4,614	6.33	292.23
	Total	4,211	2,617,067	1,431,297	259	5,526	6.15	339.89
150	2021	7,490	3,529,457	2,084,050	382	5,456	5.10	278.24
	2022	8,017	4,072,481	2,384,104	414	5,759	5.16	297.38
	2023	8,961	5,290,261	3,183,864	473	6,731	5.28	355.30
	Total	24,468	12,892,199	7,652,018	1,269	6,030	5.19	312.74

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
170	2021	15,492	5,702,045	3,115,659	596	5,228	3.85	201.11
	2022	16,577	6,367,650	4,334,168	673	6,440	4.06	261.46
	2023	18,694	8,179,097	4,438,362	692	6,414	3.70	237.42
	Total	50,763	20,248,792	11,888,189	1,961	6,062	3.86	234.19
180	2021	12,441	7,609,315	3,962,903	657	6,032	5.28	318.54
	2022	12,768	7,973,004	4,045,010	683	5,922	5.35	316.81
	2023	14,173	9,644,693	4,838,623	679	7,126	4.79	341.40
	Total	39,382	25,227,012	12,846,536	2,019	6,363	5.13	326.20
190	2021	19,629	6,647,699	4,145,881	688	6,026	3.51	211.21
	2022	21,244	7,714,737	4,966,466	802	6,193	3.78	233.78
	2023	23,579	9,721,888	5,378,612	829	6,488	3.52	228.11
	Total	64,452	24,084,324	14,490,959	2,319	6,249	3.60	224.83
200	2021	7,072	2,617,935	1,564,027	286	5,469	4.04	221.16
	2022	7,960	3,127,393	2,251,011	333	6,760	4.18	282.79
	2023	9,195	4,093,281	2,245,113	332	6,762	3.61	244.17
	Total	24,227	9,838,609	6,060,151	951	6,372	3.93	250.14
210	2021	2,393	619,594	446,203	66	6,761	2.76	186.46
	2022	2,612	711,453	476,948	78	6,115	2.99	182.60
	2023	3,015	935,043	714,278	100	7,143	3.32	236.91
	Total	8,020	2,266,090	1,637,429	244	6,711	3.04	204.17

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
220	2021	2,771	1,267,685	728,625	124	5,876	4.47	262.95
	2022	2,994	1,484,059	639,350	111	5,760	3.71	213.54
	2023	3,375	1,910,345	1,082,981	153	7,078	4.53	320.88
	Total	9,140	4,662,089	2,450,956	388	6,317	4.25	268.16
230	2021	3,891	2,123,106	1,035,513	218	4,750	5.60	266.13
	2022	4,221	2,434,789	1,477,195	232	6,367	5.50	349.96
	2023	4,862	3,221,339	1,982,508	277	7,157	5.70	407.76
	Total	12,974	7,779,234	4,495,216	727	6,183	5.60	346.48
240	2021	3,607	1,874,578	879,599	202	4,354	5.60	243.86
	2022	3,704	2,069,891	1,176,718	188	6,259	5.08	317.69
	2023	4,185	2,634,011	1,147,998	198	5,798	4.73	274.31
	Total	11,496	6,578,480	3,204,315	588	5,450	5.11	278.73
250	2021	25,508	15,771,824	9,765,873	1,665	5,865	6.53	382.86
	2022	26,948	17,351,185	10,962,380	1,786	6,138	6.63	406.80
	2023	30,176	21,554,965	11,452,238	1,748	6,552	5.79	379.51
	Total	82,632	54,677,974	32,180,491	5,199	6,190	6.29	389.44
260	2021	43,195	17,973,932	11,067,603	1,869	5,922	4.33	256.22
	2022	46,684	20,700,488	12,028,747	2,066	5,822	4.43	257.66
	2023	54,154	27,515,636	17,677,132	2,438	7,251	4.50	326.42
	Total	144,033	66,190,056	40,773,482	6,373	6,398	4.42	283.08

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
270	2021	25,448	8,955,600	5,045,625	900	5,606	3.54	198.27
	2022	26,225	9,862,473	6,749,309	1,147	5,884	4.37	257.36
	2023	28,949	12,748,952	8,204,868	1,149	7,141	3.97	283.42
	Total	80,622	31,567,025	19,999,802	3,196	6,258	3.96	248.07
280	2021	14,878	7,512,385	4,141,719	788	5,256	5.30	278.38
	2022	15,872	8,534,747	5,751,699	1,003	5,734	6.32	362.38
	2023	17,902	11,142,024	6,594,030	994	6,634	5.55	368.34
	Total	48,652	27,189,156	16,487,448	2,785	5,920	5.72	338.89
290	2021	7,758	4,033,898	2,255,766	400	5,639	5.16	290.77
	2022	8,327	4,619,237	2,789,545	508	5,491	6.10	335.00
	2023	9,719	6,196,644	3,375,931	492	6,862	5.06	347.35
	Total	25,804	14,849,779	8,421,242	1,400	6,015	5.43	326.35
300	2021	47,223	16,391,143	9,239,787	1,608	5,746	3.41	195.66
	2022	48,588	18,156,987	12,001,575	2,063	5,818	4.25	247.01
	2023	54,466	24,011,292	14,142,293	2,071	6,829	3.80	259.65
	Total	150,277	58,559,422	35,383,655	5,742	6,162	3.82	235.46
310	2021	9,304	2,862,715	1,499,393	294	5,100	3.16	161.16
	2022	9,547	3,209,639	2,138,782	392	5,456	4.11	224.03
	2023	10,417	4,078,681	3,095,332	426	7,266	4.09	297.14
	Total	29,268	10,151,035	6,733,507	1,112	6,055	3.80	230.06

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
320	2021	46,891	16,597,847	9,071,314	1,654	5,484	3.53	193.46
	2022	49,935	18,712,495	12,025,962	2,024	5,942	4.05	240.83
	2023	56,720	24,541,318	14,834,928	2,096	7,078	3.70	261.55
	Total	153,546	59,851,660	35,932,204	5,774	6,223	3.76	234.02
340	2021	10,980	5,930,632	3,956,467	685	5,776	6.24	360.33
	2022	11,455	6,671,369	4,196,359	756	5,551	6.60	366.33
	2023	12,802	8,711,245	5,383,079	815	6,605	6.37	420.49
	Total	35,237	21,313,246	13,535,905	2,256	6,000	6.40	384.14
350	2021	35,912	12,667,491	7,018,805	1,333	5,265	3.71	195.44
	2022	37,318	14,125,998	9,349,661	1,564	5,978	4.19	250.54
	2023	41,590	18,619,469	10,877,485	1,654	6,576	3.98	261.54
	Total	114,820	45,412,958	27,245,951	4,551	5,987	3.96	237.29
360	2021	8,380	3,426,050	1,928,477	345	5,590	4.12	230.13
	2022	8,980	3,978,140	2,734,369	431	6,344	4.80	304.50
	2023	10,520	5,478,073	3,586,163	502	7,144	4.77	340.89
	Total	27,880	12,882,263	8,249,009	1,278	6,455	4.58	295.88
370	2021	30,934	13,477,891	7,745,947	1,298	5,968	4.20	250.40
	2022	33,411	15,660,733	10,805,868	1,593	6,783	4.77	323.42
	2023	38,385	20,715,464	12,833,957	1,813	7,079	4.72	334.35
	Total	102,730	49,854,088	31,385,772	4,704	6,672	4.58	305.52

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
380	2021	5,681	2,576,195	1,528,522	253	6,042	4.45	269.06
	2022	6,194	2,971,409	2,511,380	320	7,848	5.17	405.45
	2023	7,132	3,895,956	2,101,434	316	6,650	4.43	294.65
	Total	19,007	9,443,560	6,141,336	889	6,908	4.68	323.11
390	2021	37,133	15,220,103	9,872,104	1,507	6,551	4.06	265.86
	2022	38,683	16,929,304	12,712,194	1,838	6,916	4.75	328.62
	2023	42,702	21,650,400	14,695,694	2,062	7,127	4.83	344.15
	Total	118,518	53,799,807	37,279,992	5,407	6,895	4.56	314.55
420	2021	20,211	13,747,999	9,364,426	1,563	5,991	7.73	463.33
	2022	21,569	15,381,544	11,703,575	1,776	6,590	8.23	542.61
	2023	25,006	20,320,116	12,938,596	1,879	6,886	7.51	517.42
	Total	66,786	49,449,659	34,006,597	5,218	6,517	7.81	509.19
440	2021	14,453	7,227,555	4,309,079	719	5,993	4.97	298.14
	2022	15,867	8,455,016	5,658,788	853	6,634	5.38	356.64
	2023	18,300	11,200,446	6,184,570	952	6,496	5.20	337.95
	Total	48,620	26,883,017	16,152,437	2,524	6,400	5.19	332.22
450	2021	4,354	2,524,230	1,585,702	256	6,194	5.88	364.19
	2022	4,755	2,940,190	1,899,579	292	6,505	6.14	399.49
	2023	5,496	3,851,816	2,080,475	321	6,481	5.84	378.54
	Total	14,605	9,316,236	5,565,756	869	6,405	5.95	381.09

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

NORTH CAROLINA
AUTOMOBILE PHYSICAL DAMAGE EXPERIENCE (1)
PRIVATE PASSENGER NON-FLEET STANDARD AND NON-STANDARD BUSINESS

COVERAGE 78 Territory	Accident Year	Earned Car Years	Collected Earned Premium	Paid Loss	Claims	Average Claim Cost	Claim Freq. (2)	Pure Prem.
460	2021	47,023	19,047,739	11,542,651	1,829	6,311	3.89	245.47
	2022	50,276	22,096,558	14,879,650	2,190	6,794	4.36	295.96
	2023	57,079	28,797,745	17,429,261	2,438	7,149	4.27	305.35
	Total	154,378	69,942,042	43,851,562	6,457	6,791	4.18	284.05
470	2021	7,055	3,192,248	1,746,072	296	5,899	4.20	247.49
	2022	7,731	3,699,682	2,611,352	392	6,662	5.07	337.78
	2023	8,728	4,633,839	2,779,485	391	7,109	4.48	318.46
	Total	23,514	11,525,769	7,136,909	1,079	6,614	4.59	303.52
480	2021	11,987	4,055,459	2,673,799	420	6,366	3.50	223.06
	2022	12,974	4,673,091	3,087,733	466	6,626	3.59	237.99
	2023	14,628	6,060,101	3,754,701	475	7,905	3.25	256.68
	Total	39,589	14,788,651	9,516,233	1,361	6,992	3.44	240.38
490	2021	38,508	12,891,590	8,204,925	1,335	6,146	3.47	213.07
	2022	40,829	14,731,683	9,721,174	1,581	6,149	3.87	238.09
	2023	45,864	18,933,462	12,220,452	1,727	7,076	3.77	266.45
	Total	125,201	46,556,735	30,146,551	4,643	6,493	3.71	240.79
Statewide	2021	614,434	258,512,871	152,926,961	26,276	5,820	4.28	248.89
	2022	652,366	292,634,388	192,707,741	30,907	6,235	4.74	295.40
	2023	737,762	380,385,328	227,866,969	32,984	6,908	4.47	308.86
	Total	2,004,562	931,532,587	573,501,671	90,167	6,360	4.50	286.10

Notes:
(1) Not under fleet plan.
(2) Claim frequency is per 100 cars.

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

2. CREDIBILITY FACTOR DEVELOPMENT AND APPLICATION

See Section D, pages D-35-D-36 and the prefiled testimony of P. Ericksen and P. Anderson.

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

3. LOSS DEVELOPMENT FACTOR DERIVATION AND APPLICATION ON BOTH PAID AND INCURRED BASES AND IN BOTH NUMBERS AND DOLLARS OF CLAIMS

3(a) Loss development factor derivation is contained on the following pages, RB2-157-230. In selecting the loss development factor, three and five year straight averages were considered, with the three year factor being selected as the best blend of responsiveness and stability for Bodily Injury, Property Damage and Medical Payments. For Uninsured Motorists Bodily Injury, Uninsured Motorists Property Damage and Underinsured Motorists, the average of the latest five years was selected for increased stability.

Development for all coverages is to 63 months.

For all coverages, the loss development factors reflect an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development database.

Additional information regarding loss development is contained in the prefiled testimony of P. Ericksen and P. Anderson.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

EARNED EXPOSURES BY COVERAGE

VOLUNTARY AND CEDED COMBINED

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	7,937,596	7,937,596	5,282,718
2020	8,202,456	8,202,456	5,346,865
2021	7,807,495	7,807,495	4,972,745
2022	7,873,300	7,873,300	5,026,012
2023	7,965,844	7,965,844	5,079,609

YEAR	UNINSURED MOTORISTS B.I.	UNINSURED MOTORISTS P.D.	UNDERINSURED MOTORISTS B.I.
2019	7,937,596	7,937,596	5,858,740
2020	8,202,456	8,202,456	6,038,648
2021	7,807,495	7,807,495	5,746,316
2022	7,873,300	7,873,300	5,794,749
2023	7,965,844	7,965,844	5,862,861

ESTIMATED EARNED PREMIUM BY COVERAGE

VOLUNTARY AND CEDED COMBINED

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	1,147,096,895	1,265,431,687	141,607,630
2020	1,169,043,340	1,411,550,901	137,473,501
2021	1,113,220,576	1,362,519,306	121,865,055
2022	1,165,283,828	1,425,288,657	126,426,229
2023	1,226,694,746	1,507,358,289	132,575,905

YEAR	UNINSURED MOTORISTS B.I.	UNINSURED MOTORISTS P.D.	UNDERINSURED MOTORISTS B.I.
2019	106,671,700	19,578,247	156,122,696
2020	124,669,752	19,404,933	160,668,643
2021	121,738,719	18,563,725	151,161,626
2022	126,733,874	19,325,429	157,364,004
2023	132,395,120	20,178,971	164,462,205

Exhibit (3)(b)

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					810,837,790
2011				793,508,640	811,921,055
2012			740,049,599	799,391,227	818,380,821
2013		629,676,107	741,958,792	802,147,972	822,222,613
2014	350,283,706	635,633,437	754,106,554	818,161,363	843,000,979
2015	371,906,369	696,285,403	826,095,618	897,525,346	925,308,358
2016	415,447,012	749,120,877	892,640,780	967,150,203	987,701,804
2017	399,486,270	735,350,347	875,477,016	939,389,713	968,962,633
2018	384,036,171	732,085,779	865,119,041	942,386,340	957,220,604
2019	409,575,280	750,816,667	919,490,379	993,206,993	1,036,141,818
2020	339,618,913	666,930,462	802,822,031	881,864,671	
2021	389,645,979	772,509,202	942,629,151		
2022	368,785,754	730,595,372			
2023	402,382,612				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.023
2012			1.080	1.024
2013		1.178	1.081	1.025
2014	1.815	1.186	1.085	1.030
2015	1.872	1.186	1.086	1.031
2016	1.803	1.192	1.083	1.021
2017	1.841	1.191	1.073	1.031
2018	1.906	1.182	1.089	1.016
2019	1.833	1.225	1.080	1.043
2020	1.964	1.204	1.098	
2021	1.983	1.220		
2022	1.981			
Five Year Average	1.933	1.204	1.085	1.028
Three Year Average	1.976	1.216	1.089	1.030

	Five Year	Three Year
39 to 63 months:	1.115	1.122
27 to 63 months:	1.342	1.364
15 to 63 months:	2.594	2.695

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					631,219,207
2011				640,653,925	641,877,288
2012			677,705,439	678,851,086	678,881,814
2013		716,144,299	719,966,299	720,721,078	720,920,507
2014	732,080,719	770,018,705	773,688,353	774,760,315	774,628,058
2015	814,849,424	864,804,668	869,988,886	871,399,326	869,780,699
2016	892,287,194	953,658,756	959,688,615	959,079,787	961,448,766
2017	921,252,568	978,151,443	981,676,812	986,217,025	986,545,549
2018	937,329,324	1,011,349,130	1,022,889,748	1,024,766,483	1,024,898,162
2019	1,019,123,304	1,098,371,099	1,105,825,142	1,107,326,235	1,111,762,574
2020	824,368,616	887,964,308	888,547,298	902,556,201	
2021	1,021,145,789	1,162,509,833	1,188,196,362		
2022	1,109,658,393	1,234,568,050			
2023	1,213,852,004				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.002	1.000
2013		1.005	1.001	1.000
2014	1.052	1.005	1.001	1.000
2015	1.061	1.006	1.002	0.998
2016	1.069	1.006	0.999	1.002
2017	1.062	1.004	1.005	1.000
2018	1.079	1.011	1.002	1.000
2019	1.078	1.007	1.001	1.004
2020	1.077	1.001	1.016	
2021	1.138	1.022		
2022	1.113			
Five Year Average	1.097	1.009	1.005	1.001
Three Year Average	1.109	1.010	1.006	1.001

	Five Year	Three Year
39 to 63 months:	1.006	1.007
27 to 63 months:	1.015	1.017
15 to 63 months:	1.113	1.128

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					99,200,980
2011				97,644,037	98,043,911
2012			97,651,336	98,710,457	98,600,055
2013		94,498,632	97,324,606	97,697,818	98,013,131
2014	79,535,738	94,001,141	96,171,307	97,457,536	97,636,935
2015	83,348,544	98,802,256	102,267,705	103,420,245	103,656,421
2016	90,070,332	104,996,655	108,145,772	109,324,140	109,574,881
2017	87,104,169	100,536,184	103,112,757	104,248,486	104,562,638
2018	79,656,729	95,315,212	98,014,233	99,276,791	99,412,368
2019	80,171,285	94,658,483	97,692,790	98,233,358	99,063,886
2020	62,815,657	73,738,107	75,612,786	77,201,832	
2021	65,227,381	78,001,199	81,262,883		
2022	53,494,226	64,412,289			
2023	58,622,980				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.004
2012			1.011	0.999
2013		1.030	1.004	1.003
2014	1.182	1.023	1.013	1.002
2015	1.185	1.035	1.011	1.002
2016	1.166	1.030	1.011	1.002
2017	1.154	1.026	1.011	1.003
2018	1.197	1.028	1.013	1.001
2019	1.181	1.032	1.006	1.008
2020	1.174	1.025	1.021	
2021	1.196	1.042		
2022	1.204			
Five Year Average	1.190	1.031	1.012	1.003
Three Year Average	1.191	1.033	1.013	1.004

	Five Year	Three Year
39 to 63 months:	1.015	1.017
27 to 63 months:	1.046	1.051
15 to 63 months:	1.245	1.252

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			38,553,020	41,525,163	42,304,284
2013		33,046,319	38,041,734	41,596,752	42,332,231
2014	16,237,391	31,243,875	37,057,120	39,286,710	40,021,679
2015	20,104,218	39,061,613	45,639,918	48,473,177	49,770,306
2016	24,174,817	44,812,520	51,021,576	53,680,270	55,430,409
2017	24,380,887	50,910,254	55,205,320	63,357,674	65,001,354
2018	33,412,088	61,359,784	69,278,869	75,009,660	75,970,903
2019	33,227,281	63,986,548	78,805,227	83,048,360	86,865,782
2020	35,160,434	72,921,919	85,729,760	94,079,052	
2021	43,416,643	87,376,474	103,191,913		
2022	41,315,584	80,106,831			
2023	50,843,569				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.077	1.019
2013		1.151	1.093	1.018
2014	1.924	1.186	1.060	1.019
2015	1.943	1.168	1.062	1.027
2016	1.854	1.139	1.052	1.033
2017	2.088	1.084	1.148	1.026
2018	1.836	1.129	1.083	1.013
2019	1.926	1.232	1.054	1.046
2020	2.074	1.176	1.097	
2021	2.013	1.181		
2022	1.939			
Five Year Average	1.958	1.160	1.087	1.029
Three Year Average	2.009	1.196	1.078	1.028

	Five Year	Three Year
39 to 63 months:	1.119	1.108
27 to 63 months:	1.298	1.325
15 to 63 months:	2.541	2.662

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,670,537	8,728,764	8,505,485
2013		9,299,177	9,191,725	9,099,389	9,067,408
2014	9,481,446	9,385,769	9,586,147	9,452,132	9,385,992
2015	12,025,777	12,123,427	11,833,332	11,716,300	11,713,489
2016	14,441,451	14,081,819	13,816,071	13,634,915	13,522,420
2017	16,644,203	16,365,028	16,131,444	16,000,797	15,928,723
2018	18,291,447	17,911,590	17,638,870	17,608,901	17,547,959
2019	18,767,298	18,431,959	18,187,372	18,102,816	18,031,413
2020	18,018,481	17,931,126	17,632,356	17,758,514	
2021	22,575,053	23,544,059	23,685,832		
2022	25,098,747	25,249,432			
2023	28,054,856				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.007	0.974
2013		0.988	0.990	0.996
2014	0.990	1.021	0.986	0.993
2015	1.008	0.976	0.990	1.000
2016	0.975	0.981	0.987	0.992
2017	0.983	0.986	0.992	0.995
2018	0.979	0.985	0.998	0.997
2019	0.982	0.987	0.995	0.996
2020	0.995	0.983	1.007	
2021	1.043	1.006		
2022	1.006			
Five Year Average	1.001	0.989	0.996	0.996
Three Year Average	1.015	0.992	1.000	0.996

	Five Year	Three Year
39 to 63 months:	0.992	0.996
27 to 63 months:	0.981	0.988
15 to 63 months:	0.982	1.003

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			57,727,611	68,498,844	71,804,136
2013		43,448,047	63,881,858	72,967,465	77,436,633
2014	15,382,722	39,587,346	56,156,300	66,082,136	70,320,039
2015	20,089,475	48,329,063	64,898,708	75,905,901	82,761,499
2016	18,088,082	48,585,466	70,322,850	82,070,421	87,459,921
2017	21,111,207	56,234,350	78,426,750	88,698,422	94,737,859
2018	20,199,920	60,690,479	82,142,362	96,283,605	100,650,524
2019	24,574,647	65,355,328	94,571,250	108,977,298	116,251,842
2020	27,154,567	66,484,157	93,184,143	107,930,347	
2021	33,136,703	90,743,849	125,489,679		
2022	30,711,286	82,688,363			
2023	30,171,193				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.187	1.048
2013		1.470	1.142	1.061
2014	2.573	1.419	1.177	1.064
2015	2.406	1.343	1.170	1.090
2016	2.686	1.447	1.167	1.066
2017	2.664	1.395	1.131	1.068
2018	3.004	1.353	1.172	1.045
2019	2.659	1.447	1.152	1.067
2020	2.448	1.402	1.158	
2021	2.738	1.383		
2022	2.692			
Five Year Average	2.708	1.396	1.156	1.067
Three Year Average	2.626	1.411	1.161	1.060

	Five Year	Three Year
39 to 63 months:	1.233	1.231
27 to 63 months:	1.721	1.737
15 to 63 months:	4.660	4.561

Losses exclude unallocated loss adjustment expense.

The Rate Bureau is advised by ISO that the data described in Subparagraph (3)(c) are not available.

See attached Exhibit (3)(d).

To the extent that such data are available, the corresponding earned premium and exposures are shown on page RB2-157.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					821,124,171
2011				822,867,717	821,035,146
2012			828,252,158	829,183,979	829,247,603
2013		810,001,710	823,606,963	830,776,045	831,041,201
2014	766,619,149	824,010,768	843,963,491	854,080,792	855,347,231
2015	810,170,619	893,472,461	927,185,682	934,047,917	934,963,613
2016	873,185,589	964,085,454	994,763,384	1,002,831,167	1,008,257,409
2017	842,233,368	937,896,036	967,659,782	982,160,685	981,787,672
2018	826,188,078	935,767,785	962,247,919	978,942,890	981,170,809
2019	869,981,940	973,248,942	1,020,570,659	1,029,334,621	1,046,043,724
2020	730,163,406	848,824,468	890,288,510	913,733,496	
2021	833,604,115	985,770,726	1,041,991,903		
2022	785,849,783	941,770,132			
2023	885,836,215				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.998
2012			1.001	1.000
2013		1.017	1.009	1.000
2014	1.075	1.024	1.012	1.001
2015	1.103	1.038	1.007	1.001
2016	1.104	1.032	1.008	1.005
2017	1.114	1.032	1.015	1.000
2018	1.133	1.028	1.017	1.002
2019	1.119	1.049	1.009	1.016
2020	1.163	1.049	1.026	
2021	1.183	1.057		
2022	1.198			
Five Year Average	1.159	1.043	1.015	1.005
Three Year Average	1.181	1.052	1.017	1.006

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.020	1.023	1.023
27 to 63 months:	1.064	1.076	1.076
15 to 63 months:	1.233	1.271	1.242

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					631,388,802
2011				641,067,759	642,042,165
2012			678,278,339	679,160,845	679,064,830
2013		717,673,256	720,693,872	721,060,440	721,050,475
2014	750,059,297	771,956,718	774,338,590	775,090,826	774,804,431
2015	835,697,530	867,811,745	870,763,151	871,849,406	870,047,809
2016	917,595,695	956,268,680	960,603,932	959,609,415	961,913,022
2017	946,840,760	981,256,188	982,879,581	987,090,195	986,913,114
2018	971,332,877	1,015,730,687	1,024,431,568	1,025,208,839	1,025,471,985
2019	1,056,933,540	1,102,619,639	1,107,497,656	1,108,784,888	1,111,905,444
2020	854,435,966	892,243,942	889,995,523	902,944,671	
2021	1,076,646,254	1,169,250,578	1,189,975,606		
2022	1,169,157,457	1,240,840,383			
2023	1,274,190,143				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.001	1.000
2013		1.004	1.001	1.000
2014	1.029	1.003	1.001	1.000
2015	1.038	1.003	1.001	0.998
2016	1.042	1.005	0.999	1.002
2017	1.036	1.002	1.004	1.000
2018	1.046	1.009	1.001	1.000
2019	1.043	1.004	1.001	1.003
2020	1.044	0.997	1.015	
2021	1.086	1.018		
2022	1.061			
Five Year Average	1.056	1.006	1.004	1.001
Three Year Average	1.064	1.006	1.006	1.001

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.005	1.007	1.007
27 to 63 months:	1.011	1.013	1.013
15 to 63 months:	1.068	1.078	1.073

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					99,286,154
2011				97,814,666	98,115,360
2012			98,306,929	98,910,915	98,689,925
2013		95,842,790	97,860,162	97,858,080	98,046,357
2014	90,997,474	95,512,681	96,851,396	97,650,027	97,727,825
2015	95,948,353	100,420,856	102,971,324	103,648,834	103,718,138
2016	102,264,187	106,966,826	108,894,516	109,495,909	109,672,412
2017	99,064,485	102,156,647	103,650,319	104,529,756	104,591,730
2018	93,139,589	96,990,413	98,599,118	99,556,349	99,614,224
2019	92,638,083	96,370,579	98,332,014	98,784,049	99,152,434
2020	73,159,118	75,639,922	76,182,382	77,507,259	
2021	77,775,783	80,442,308	81,963,307		
2022	65,223,909	66,065,771			
2023	70,430,216				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.003
2012			1.006	0.998
2013		1.021	1.000	1.002
2014	1.050	1.014	1.008	1.001
2015	1.047	1.025	1.007	1.001
2016	1.046	1.018	1.006	1.002
2017	1.031	1.015	1.008	1.001
2018	1.041	1.017	1.010	1.001
2019	1.040	1.020	1.005	1.004
2020	1.034	1.007	1.017	
2021	1.034	1.019		
2022	1.013			
Five Year Average	1.032	1.016	1.009	1.002
Three Year Average	1.027	1.015	1.011	1.002

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.011	1.013	1.013
27 to 63 months:	1.027	1.028	1.028
15 to 63 months:	1.060	1.056	1.051

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			43,130,211	42,949,643	42,838,388
2013		42,529,675	42,790,601	44,064,436	42,856,707
2014	37,440,221	39,852,172	41,440,067	41,057,268	40,880,373
2015	43,114,850	49,545,130	49,788,808	50,449,098	50,503,115
2016	50,187,250	54,598,670	55,357,415	55,682,449	55,696,555
2017	59,216,888	62,694,056	64,088,447	65,295,983	66,172,063
2018	69,066,743	76,147,813	77,570,356	78,394,061	78,109,250
2019	73,801,336	83,676,464	87,960,698	88,162,551	88,765,697
2020	77,845,285	92,894,854	96,453,325	98,577,903	
2021	95,748,158	113,556,001	116,122,035		
2022	84,756,403	99,641,163			
2023	103,212,584				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.996	0.997
2013		1.006	1.030	0.973
2014	1.064	1.040	0.991	0.996
2015	1.149	1.005	1.013	1.001
2016	1.088	1.014	1.006	1.000
2017	1.059	1.022	1.019	1.013
2018	1.103	1.019	1.011	0.996
2019	1.134	1.051	1.002	1.007
2020	1.193	1.038	1.022	
2021	1.186	1.023		
2022	1.176			
Five Year Average	1.158	1.031	1.012	1.003
Three Year Average	1.185	1.037	1.012	1.005

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	1.015	1.017	1.015
27 to 63 months:	1.046	1.055	1.046
15 to 63 months:	1.211	1.250	1.188

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,710,242	8,745,025	8,529,582
2013		9,388,283	9,233,329	9,131,699	9,075,803
2014	10,165,600	9,893,426	9,686,580	9,504,738	9,431,891
2015	12,671,513	12,313,034	12,017,963	11,908,159	11,719,982
2016	14,773,364	14,167,281	13,857,930	13,645,626	13,530,714
2017	17,220,241	16,486,598	16,158,992	16,022,862	15,941,974
2018	18,815,996	17,983,729	17,660,074	17,621,975	17,555,351
2019	19,300,960	18,492,177	18,219,102	18,119,145	18,040,247
2020	18,802,044	18,053,579	17,737,511	17,779,617	
2021	23,664,792	23,699,870	23,751,646		
2022	26,543,174	25,745,607			
2023	29,382,616				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.004	0.975
2013		0.983	0.989	0.994
2014	0.973	0.979	0.981	0.992
2015	0.972	0.976	0.991	0.984
2016	0.959	0.978	0.985	0.992
2017	0.957	0.980	0.992	0.995
2018	0.956	0.982	0.998	0.996
2019	0.958	0.985	0.995	0.996
2020	0.960	0.982	1.002	
2021	1.001	1.002		
2022	0.970			
Five Year Average	0.969	0.986	0.994	0.993
Three Year Average	0.977	0.990	0.998	0.996

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	0.987	0.994	0.987
27 to 63 months:	0.973	0.984	0.973
15 to 63 months:	0.943	0.961	0.925

Losses exclude unallocated loss adjustment expense.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			70,101,556	75,074,826	74,933,697
2013		65,916,109	77,927,626	80,971,235	79,597,833
2014	43,693,017	61,021,239	68,443,875	73,531,964	72,293,014
2015	49,509,530	67,578,350	78,698,144	85,580,844	85,083,473
2016	53,314,671	72,657,073	84,270,802	90,022,478	91,902,232
2017	51,881,053	78,772,635	91,623,289	97,933,289	98,697,727
2018	53,460,556	80,831,454	96,388,534	104,044,660	104,134,213
2019	60,670,672	91,472,702	108,759,255	116,729,140	119,860,736
2020	61,737,275	90,291,532	105,374,933	114,635,287	
2021	79,519,235	120,860,681	142,384,787		
2022	75,494,436	114,075,617			
2023	87,152,384				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.071	0.998
2013		1.182	1.039	0.983
2014	1.397	1.122	1.074	0.983
2015	1.365	1.165	1.087	0.994
2016	1.363	1.160	1.068	1.021
2017	1.518	1.163	1.069	1.008
2018	1.512	1.192	1.079	1.001
2019	1.508	1.189	1.073	1.027
2020	1.463	1.167	1.088	
2021	1.520	1.178		
2022	1.511			
Five Year Average	1.503	1.178	1.075	1.010
Three Year Average	1.498	1.178	1.080	1.012

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	1.086	1.093	1.086
27 to 63 months:	1.279	1.288	1.279
15 to 63 months:	1.922	1.929	1.886

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

See attached Exhibit (3)(e).

To the extent that such data are available, the corresponding earned premium and exposures are shown on page RB2-157.

Exhibit (3)(e)

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					677,391,262
2011				679,413,783	679,001,826
2012			681,148,421	682,100,471	683,645,062
2013		675,365,278	679,850,899	688,465,873	686,687,252
2014	654,759,462	685,511,442	699,316,996	703,227,016	707,826,806
2015	696,388,761	744,161,515	764,655,824	767,752,936	768,941,328
2016	746,254,527	803,385,854	820,194,385	823,929,639	827,312,520
2017	720,842,437	779,117,099	794,316,931	803,129,554	805,729,596
2018	703,666,187	773,432,181	790,078,522	802,226,196	803,223,831
2019	738,594,513	806,534,395	832,567,186	835,110,265	847,054,246
2020	615,036,523	691,351,492	714,587,402	727,625,939	
2021	697,214,027	801,548,607	833,228,573		
2022	660,148,374	758,796,576			
2023	741,657,280				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.999
2012			1.001	1.002
2013		1.007	1.013	0.997
2014	1.047	1.020	1.006	1.007
2015	1.069	1.028	1.004	1.002
2016	1.077	1.021	1.005	1.004
2017	1.081	1.020	1.011	1.003
2018	1.099	1.022	1.015	1.001
2019	1.092	1.032	1.003	1.014
2020	1.124	1.034	1.018	
2021	1.150	1.040		
2022	1.149			
Five Year Average	1.123	1.030	1.010	1.005
Three Year Average	1.141	1.035	1.012	1.006

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.015	1.018	1.018
27 to 63 months:	1.045	1.054	1.054
15 to 63 months:	1.174	1.203	1.176

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Excess Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					143,732,909
2011				143,453,934	142,033,320
2012			147,103,737	147,083,508	145,602,541
2013		134,636,432	143,756,064	142,310,172	144,353,949
2014	111,859,687	138,499,326	144,646,495	150,853,776	147,520,425
2015	113,781,858	149,310,946	162,529,858	166,294,981	166,022,285
2016	126,931,062	160,699,600	174,568,999	178,901,528	180,944,889
2017	121,390,931	158,778,937	173,342,851	179,031,131	176,058,076
2018	122,521,891	162,335,604	172,169,397	176,716,694	177,946,978
2019	131,387,427	166,714,547	188,003,473	194,224,356	198,989,478
2020	115,126,883	157,472,976	175,701,108	186,107,557	
2021	136,390,088	184,222,119	208,763,330		
2022	125,701,409	182,973,556			
2023	144,178,935				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.990
2012			1.000	0.990
2013		1.068	0.990	1.014
2014	1.238	1.044	1.043	0.978
2015	1.312	1.089	1.023	0.998
2016	1.266	1.086	1.025	1.011
2017	1.308	1.092	1.033	0.983
2018	1.325	1.061	1.026	1.007
2019	1.269	1.128	1.033	1.025
2020	1.368	1.116	1.059	
2021	1.351	1.133		
2022	1.456			
Five Year Average	1.354	1.106	1.035	1.005
Three Year Average	1.392	1.126	1.039	1.005

	Five Year	Three Year
39 to 63 months:	1.040	1.044
27 to 63 months:	1.150	1.176
15 to 63 months:	1.557	1.637

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					626,732,185
2011				636,104,411	636,935,467
2012			672,154,949	672,672,573	672,828,719
2013		711,283,573	713,953,296	714,435,768	714,454,874
2014	742,337,687	763,487,631	765,503,500	766,476,520	766,429,387
2015	825,271,105	856,359,697	859,583,993	860,538,054	858,733,663
2016	905,529,154	943,611,862	947,762,013	946,401,199	948,761,500
2017	933,429,513	966,862,089	968,399,526	972,189,159	972,084,969
2018	956,716,106	999,951,129	1,008,146,264	1,008,799,481	1,009,298,057
2019	1,040,291,321	1,084,323,589	1,088,961,743	1,089,951,441	1,092,650,825
2020	838,824,118	875,911,198	873,044,072	885,041,591	
2021	1,050,868,528	1,137,371,610	1,156,794,475		
2022	1,128,004,103	1,195,298,193			
2023	1,232,144,825				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.001	1.000
2013		1.004	1.001	1.000
2014	1.028	1.003	1.001	1.000
2015	1.038	1.004	1.001	0.998
2016	1.042	1.004	0.999	1.002
2017	1.036	1.002	1.004	1.000
2018	1.045	1.008	1.001	1.000
2019	1.042	1.004	1.001	1.002
2020	1.044	0.997	1.014	
2021	1.082	1.017		
2022	1.060			
Five Year Average	1.055	1.006	1.004	1.000
Three Year Average	1.062	1.006	1.005	1.001

	Five Year	Three Year	Selected* Three Year
39 to 63 months:	1.004	1.006	1.006
27 to 63 months:	1.010	1.012	1.012
15 to 63 months:	1.066	1.075	1.070

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Excess Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					4,656,617
2011				4,963,348	5,106,698
2012			6,123,390	6,488,272	6,236,111
2013		6,389,683	6,740,576	6,624,672	6,595,601
2014	7,721,610	8,469,087	8,835,090	8,614,306	8,375,044
2015	10,426,425	11,452,048	11,179,158	11,311,352	11,314,146
2016	12,066,541	12,656,818	12,841,919	13,208,216	13,151,522
2017	13,411,247	14,394,099	14,480,055	14,901,036	14,828,145
2018	14,616,771	15,779,558	16,285,304	16,409,358	16,173,928
2019	16,642,219	18,296,050	18,535,913	18,833,447	19,254,619
2020	15,611,848	16,332,744	16,951,451	17,903,080	
2021	25,777,726	31,878,968	33,181,131		
2022	41,153,354	45,542,190			
2023	42,045,318				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.029
2012			1.060	0.961
2013		1.055	0.983	0.996
2014	1.097	1.043	0.975	0.972
2015	1.098	0.976	1.012	1.000
2016	1.049	1.015	1.029	0.996
2017	1.073	1.006	1.029	0.995
2018	1.080	1.032	1.008	0.986
2019	1.099	1.013	1.016	1.022
2020	1.046	1.038	1.056	
2021	1.237	1.041		
2022	1.107			
Five Year Average	1.114	1.026	1.028	1.000
Three Year Average	1.130	1.031	1.027	1.001

	Five Year	Three Year
39 to 63 months:	1.028	1.028
27 to 63 months:	1.055	1.060
15 to 63 months:	1.175	1.198

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Basic Limits(a) Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			34,551,106	34,514,725	34,418,519
2013		33,275,890	32,971,225	33,695,834	33,010,126
2014	30,948,844	31,151,202	32,217,243	31,814,626	31,952,970
2015	35,450,475	38,170,333	38,376,371	38,649,936	38,378,145
2016	42,059,845	43,766,184	43,967,090	43,951,039	44,115,901
2017	47,442,452	49,486,229	50,078,212	50,745,820	51,135,071
2018	57,280,925	62,237,497	62,785,947	63,785,126	63,437,660
2019	60,165,424	66,941,149	68,792,739	69,745,529	69,318,701
2020	62,944,831	72,992,872	73,926,233	74,750,764	
2021	76,753,334	88,285,129	89,994,050		
2022	71,237,744	80,366,984			
2023	85,242,941				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.999	0.997
2013		0.991	1.022	0.980
2014	1.007	1.034	0.988	1.004
2015	1.077	1.005	1.007	0.993
2016	1.041	1.005	1.000	1.004
2017	1.043	1.012	1.013	1.008
2018	1.087	1.009	1.016	0.995
2019	1.113	1.028	1.014	0.994
2020	1.160	1.013	1.011	
2021	1.150	1.019		
2022	1.128			
Five Year Average	1.128	1.016	1.011	0.999
Three Year Average	1.146	1.020	1.014	0.999

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	1.010	1.013	1.010
27 to 63 months:	1.026	1.033	1.026
15 to 63 months:	1.157	1.184	1.135

(a) Losses are on a 30/60 level for all years.

* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Basic Limits(a) Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,390,011	8,324,069	8,209,351
2013		9,367,736	9,219,627	9,117,997	9,062,101
2014	10,267,177	9,861,175	9,620,272	9,433,861	9,361,014
2015	12,557,032	12,111,090	11,826,946	11,709,690	11,559,456
2016	14,713,589	14,112,082	13,802,573	13,590,269	13,475,357
2017	17,081,106	16,363,322	16,068,232	15,932,318	15,851,430
2018	18,687,124	17,870,446	17,546,791	17,503,335	17,436,711
2019	19,218,105	18,448,025	18,179,435	18,081,316	18,004,592
2020	18,599,736	17,921,444	17,600,101	17,647,721	
2021	23,222,457	23,317,184	23,336,212		
2022	26,125,643	25,182,860			
2023	28,986,486				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.992	0.986
2013		0.984	0.989	0.994
2014	0.960	0.976	0.981	0.992
2015	0.964	0.977	0.990	0.987
2016	0.959	0.978	0.985	0.992
2017	0.958	0.982	0.992	0.995
2018	0.956	0.982	0.998	0.996
2019	0.960	0.985	0.995	0.996
2020	0.964	0.982	1.003	
2021	1.004	1.001		
2022	0.964			
Five Year Average	0.970	0.986	0.995	0.993
Three Year Average	0.977	0.989	0.999	0.996

	Five Year	Three Year	Selected* Five Year
39 to 63 months:	0.988	0.995	0.988
27 to 63 months:	0.974	0.984	0.974
15 to 63 months:	0.945	0.961	0.927

(a) Losses are on a $25,000 level for all years.
* The selected loss development factors include an adjustment to address a change in reserving methodology for a large insurer that is not yet fully reflected in the loss development data contained in this exhibit. See RB2, pages 232 to 242 and the prefiled testimony of P. Ericksen.

Losses exclude unallocated loss adjustment expense.

See attached Exhibit (3)(f).

To the extent that such data are available, the corresponding earned premium and exposures are shown on page RB2-157.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					100,758
2011				97,673	98,473
2012			98,678	101,333	101,960
2013		91,489	97,237	100,109	100,763
2014	68,331	91,424	97,972	100,840	101,579
2015	74,400	101,466	108,427	111,608	112,106
2016	77,149	103,142	110,251	113,288	113,922
2017	69,127	94,338	101,042	103,793	104,784
2018	64,221	88,745	95,224	98,626	98,767
2019	65,579	88,899	96,359	98,492	100,705
2020	53,318	72,581	77,870	81,211	
2021	54,712	77,369	84,180		
2022	50,161	68,959			
2023	53,937				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.008
2012			1.027	1.006
2013		1.063	1.030	1.007
2014	1.338	1.072	1.029	1.007
2015	1.364	1.069	1.029	1.004
2016	1.337	1.069	1.028	1.006
2017	1.365	1.071	1.027	1.010
2018	1.382	1.073	1.036	1.001
2019	1.356	1.084	1.022	1.022
2020	1.361	1.073	1.043	
2021	1.414	1.088		
2022	1.375			
Five Year Average	1.378	1.078	1.031	1.009
Three Year Average	1.383	1.082	1.034	1.011

	Five Year	Three Year
39 to 63 months:	1.040	1.045
27 to 63 months:	1.121	1.131
15 to 63 months:	1.545	1.564

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					250,300
2011				245,987	246,559
2012			253,561	253,851	253,857
2013		252,401	253,025	253,176	253,212
2014	251,731	258,379	259,088	259,255	259,210
2015	270,388	281,035	281,778	281,938	281,482
2016	281,617	291,348	292,307	291,894	293,286
2017	270,689	280,679	280,942	282,694	281,383
2018	262,874	273,624	275,785	276,104	275,998
2019	267,629	278,937	279,723	279,892	280,822
2020	211,821	220,340	219,078	222,296	
2021	226,375	242,801	246,993		
2022	209,086	220,003			
2023	215,227				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.001	1.000
2013		1.002	1.001	1.000
2014	1.026	1.003	1.001	1.000
2015	1.039	1.003	1.001	0.998
2016	1.035	1.003	0.999	1.005
2017	1.037	1.001	1.006	0.995
2018	1.041	1.008	1.001	1.000
2019	1.042	1.003	1.001	1.003
2020	1.040	0.994	1.015	
2021	1.073	1.017		
2022	1.052			
Five Year Average	1.050	1.005	1.004	1.000
Three Year Average	1.055	1.005	1.006	0.999

	Five Year	Three Year
39 to 63 months:	1.004	1.005
27 to 63 months:	1.009	1.010
15 to 63 months:	1.059	1.066

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					56,950
2011				54,611	54,724
2012			54,173	54,479	54,517
2013		51,958	52,811	53,134	53,195
2014	44,694	50,964	51,887	52,252	52,295
2015	46,244	53,501	54,722	55,082	55,104
2016	50,137	57,023	58,091	58,417	58,466
2017	46,897	52,955	53,985	54,298	54,338
2018	42,187	49,207	50,109	50,545	50,451
2019	41,919	47,750	48,750	48,873	49,192
2020	32,913	37,667	38,008	38,796	
2021	33,554	39,331	40,706		
2022	28,817	33,724			
2023	31,203				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.006	1.001
2013		1.016	1.006	1.001
2014	1.140	1.018	1.007	1.001
2015	1.157	1.023	1.007	1.000
2016	1.137	1.019	1.006	1.001
2017	1.129	1.019	1.006	1.001
2018	1.166	1.018	1.009	0.998
2019	1.139	1.021	1.003	1.007
2020	1.144	1.009	1.021	
2021	1.172	1.035		
2022	1.170			
Five Year Average	1.158	1.020	1.009	1.001
Three Year Average	1.162	1.022	1.011	1.002

	Five Year	Three Year
39 to 63 months:	1.010	1.013
27 to 63 months:	1.030	1.035
15 to 63 months:	1.193	1.203

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			5,415	5,564	5,608
2013		4,634	4,901	5,053	5,096
2014	3,387	4,479	4,782	4,904	4,931
2015	3,758	5,222	5,543	5,688	5,679
2016	4,196	5,818	6,184	6,274	6,322
2017	4,146	5,965	6,314	6,462	6,515
2018	5,045	7,086	7,526	7,785	7,792
2019	4,784	6,895	7,456	7,627	7,787
2020	4,872	7,016	7,449	7,791	
2021	5,065	7,586	8,339		
2022	4,792	6,843			
2023	5,294				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.028	1.008
2013		1.058	1.031	1.009
2014	1.322	1.068	1.026	1.006
2015	1.390	1.061	1.026	0.998
2016	1.387	1.063	1.015	1.008
2017	1.439	1.059	1.023	1.008
2018	1.405	1.062	1.034	1.001
2019	1.441	1.081	1.023	1.021
2020	1.440	1.062	1.046	
2021	1.498	1.099		
2022	1.428			
Five Year Average	1.442	1.073	1.028	1.007
Three Year Average	1.455	1.081	1.034	1.010

	Five Year	Three Year
39 to 63 months:	1.035	1.044
27 to 63 months:	1.111	1.129
15 to 63 months:	1.602	1.643

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			7,378	7,449	7,492
2013		6,995	7,040	7,061	7,073
2014	6,558	6,846	6,889	6,910	6,917
2015	7,589	8,033	8,065	8,089	8,034
2016	9,171	9,558	9,618	9,589	9,588
2017	10,513	11,049	11,064	11,063	11,120
2018	11,912	12,411	12,442	12,549	12,505
2019	12,269	12,731	12,843	12,838	12,901
2020	10,617	11,226	11,159	11,333	
2021	11,620	12,597	12,817		
2022	11,111	11,691			
2023	11,597				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.010	1.006
2013		1.006	1.003	1.002
2014	1.044	1.006	1.003	1.001
2015	1.059	1.004	1.003	0.993
2016	1.042	1.006	0.997	1.000
2017	1.051	1.001	1.000	1.005
2018	1.042	1.002	1.009	0.996
2019	1.038	1.009	1.000	1.005
2020	1.057	0.994	1.016	
2021	1.084	1.017		
2022	1.052			
Five Year Average	1.055	1.005	1.004	1.000
Three Year Average	1.064	1.007	1.008	1.002

	Five Year	Three Year
39 to 63 months:	1.004	1.010
27 to 63 months:	1.009	1.017
15 to 63 months:	1.064	1.082

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			1,406	1,611	1,689
2013		981	1,422	1,644	1,733
2014	360	1,007	1,386	1,613	1,697
2015	435	1,098	1,517	1,745	1,844
2016	395	1,187	1,748	2,016	2,106
2017	483	1,401	1,927	2,185	2,192
2018	511	1,464	1,865	2,203	2,276
2019	566	1,459	2,095	2,389	2,547
2020	559	1,504	2,069	2,392	
2021	687	1,950	2,644		
2022	706	1,868			
2023	678				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.146	1.048
2013		1.450	1.156	1.054
2014	2.797	1.376	1.164	1.052
2015	2.524	1.382	1.150	1.057
2016	3.005	1.473	1.153	1.045
2017	2.901	1.375	1.134	1.003
2018	2.865	1.274	1.181	1.033
2019	2.578	1.436	1.140	1.066
2020	2.691	1.376	1.156	
2021	2.838	1.356		
2022	2.646			
Five Year Average	2.724	1.363	1.153	1.041
Three Year Average	2.725	1.389	1.159	1.034

	Five Year	Three Year
39 to 63 months:	1.200	1.198
27 to 63 months:	1.636	1.664
15 to 63 months:	4.456	4.534

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					101,074
2011				98,791	98,767
2012			102,282	102,323	102,291
2013		100,878	100,801	101,164	101,039
2014	102,497	101,370	102,058	102,092	101,936
2015	112,037	112,450	112,782	112,844	112,430
2016	115,451	114,803	114,710	114,536	114,483
2017	106,244	104,863	105,037	105,231	105,258
2018	99,714	99,072	99,465	99,900	99,605
2019	101,155	100,519	100,809	100,981	101,028
2020	82,743	81,714	81,441	82,200	
2021	88,189	87,988	88,129		
2022	80,548	78,779			
2023	84,768				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.000	1.000
2013		0.999	1.004	0.999
2014	0.989	1.007	1.000	0.998
2015	1.004	1.003	1.001	0.996
2016	0.994	0.999	0.998	1.000
2017	0.987	1.002	1.002	1.000
2018	0.994	1.004	1.004	0.997
2019	0.994	1.003	1.002	1.000
2020	0.988	0.997	1.009	
2021	0.998	1.002		
2022	0.978			
Five Year Average	0.990	1.002	1.003	0.999
Three Year Average	0.988	1.001	1.005	0.999

	Five Year	Three Year
39 to 63 months:	1.002	1.004
27 to 63 months:	1.004	1.005
15 to 63 months:	0.994	0.993

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					250,314
2011				246,049	246,577
2012			253,677	253,891	253,879
2013		252,721	253,124	253,217	253,223
2014	256,120	258,699	259,204	259,288	259,219
2015	275,692	281,473	281,894	281,974	281,499
2016	287,326	291,784	292,458	291,953	293,352
2017	276,679	281,213	281,114	282,768	281,441
2018	269,105	274,155	275,953	276,264	276,086
2019	274,102	279,505	279,957	280,098	280,854
2020	217,915	221,040	219,310	222,387	
2021	237,595	243,860	247,291		
2022	219,592	220,951			
2023	224,787				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.001	1.000
2013		1.002	1.000	1.000
2014	1.010	1.002	1.000	1.000
2015	1.021	1.001	1.000	0.998
2016	1.016	1.002	0.998	1.005
2017	1.016	1.000	1.006	0.995
2018	1.019	1.007	1.001	0.999
2019	1.020	1.002	1.001	1.003
2020	1.014	0.992	1.014	
2021	1.026	1.014		
2022	1.006			
Five Year Average	1.017	1.003	1.004	1.000
Three Year Average	1.015	1.003	1.005	0.999

	Five Year	Three Year
39 to 63 months:	1.004	1.004
27 to 63 months:	1.007	1.007
15 to 63 months:	1.024	1.022

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					56,968
2011				54,702	54,761
2012			54,398	54,527	54,538
2013		52,516	53,018	53,189	53,214
2014	49,541	51,548	52,146	52,309	52,320
2015	51,586	54,207	54,931	55,131	55,123
2016	55,321	57,753	58,333	58,485	58,493
2017	51,796	53,642	54,165	54,339	54,362
2018	47,759	49,838	50,332	50,623	50,512
2019	46,649	48,396	48,987	49,063	49,209
2020	37,216	38,320	38,207	38,850	
2021	39,220	40,252	40,931		
2022	33,930	34,361			
2023	36,030				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.002	1.000
2013		1.010	1.003	1.000
2014	1.041	1.012	1.003	1.000
2015	1.051	1.013	1.004	1.000
2016	1.044	1.010	1.003	1.000
2017	1.036	1.010	1.003	1.000
2018	1.044	1.010	1.006	0.998
2019	1.037	1.012	1.002	1.003
2020	1.030	0.997	1.017	
2021	1.026	1.017		
2022	1.013			
Five Year Average	1.030	1.009	1.006	1.000
Three Year Average	1.023	1.009	1.008	1.000

	Five Year	Three Year
39 to 63 months:	1.006	1.008
27 to 63 months:	1.015	1.017
15 to 63 months:	1.045	1.040

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			5,600	5,627	5,636
2013		5,097	5,100	5,128	5,115
2014	4,810	4,906	4,970	4,967	4,960
2015	5,550	5,757	5,738	5,750	5,702
2016	6,335	6,402	6,394	6,350	6,339
2017	6,652	6,588	6,556	6,548	6,572
2018	7,836	7,898	7,896	7,932	7,857
2019	7,777	7,836	7,834	7,836	7,822
2020	7,828	7,945	7,846	7,922	
2021	8,699	8,798	8,831		
2022	7,753	7,744			
2023	8,608				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.005	1.002
2013		1.001	1.005	0.997
2014	1.020	1.013	0.999	0.999
2015	1.037	0.997	1.002	0.992
2016	1.011	0.999	0.993	0.998
2017	0.990	0.995	0.999	1.004
2018	1.008	1.000	1.005	0.991
2019	1.008	1.000	1.000	0.998
2020	1.015	0.988	1.010	
2021	1.011	1.004		
2022	0.999			
Five Year Average	1.008	0.997	1.001	0.997
Three Year Average	1.008	0.997	1.005	0.998

	Five Year	Three Year
39 to 63 months:	0.998	1.003
27 to 63 months:	0.995	1.000
15 to 63 months:	1.003	1.008

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			7,386	7,450	7,499
2013		7,015	7,043	7,062	7,074
2014	6,680	6,879	6,901	6,915	6,920
2015	7,788	8,062	8,072	8,096	8,036
2016	9,341	9,586	9,627	9,591	9,590
2017	10,709	11,082	11,072	11,070	11,130
2018	12,163	12,440	12,454	12,569	12,509
2019	12,490	12,764	12,858	12,850	12,906
2020	10,901	11,274	11,179	11,339	
2021	12,034	12,656	12,834		
2022	11,614	11,782			
2023	12,104				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.009	1.007
2013		1.004	1.003	1.002
2014	1.030	1.003	1.002	1.001
2015	1.035	1.001	1.003	0.993
2016	1.026	1.004	0.996	1.000
2017	1.035	0.999	1.000	1.005
2018	1.023	1.001	1.009	0.995
2019	1.022	1.007	0.999	1.004
2020	1.034	0.992	1.014	
2021	1.052	1.014		
2022	1.014			
Five Year Average	1.029	1.003	1.004	0.999
Three Year Average	1.033	1.004	1.007	1.001

	Five Year	Three Year
39 to 63 months:	1.003	1.008
27 to 63 months:	1.006	1.012
15 to 63 months:	1.035	1.045

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			1,803	1,831	1,788
2013		1,612	1,834	1,909	1,816
2014	1,150	1,572	1,757	1,851	1,769
2015	1,336	1,718	1,935	2,004	1,926
2016	1,579	1,946	2,232	2,274	2,233
2017	1,512	2,096	2,327	2,446	2,294
2018	1,665	2,201	2,327	2,463	2,373
2019	1,836	2,222	2,588	2,654	2,621
2020	1,663	2,241	2,466	2,611	
2021	2,065	2,789	3,171		
2022	2,067	2,749			
2023	2,330				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.016	0.977
2013		1.138	1.041	0.951
2014	1.367	1.118	1.054	0.956
2015	1.286	1.126	1.036	0.961
2016	1.232	1.147	1.019	0.982
2017	1.386	1.110	1.051	0.938
2018	1.322	1.057	1.058	0.963
2019	1.210	1.165	1.026	0.988
2020	1.348	1.100	1.059	
2021	1.351	1.137		
2022	1.330			
Five Year Average	1.312	1.114	1.043	0.966
Three Year Average	1.343	1.134	1.048	0.963

	Five Year	Three Year
39 to 63 months:	1.008	1.009
27 to 63 months:	1.123	1.144
15 to 63 months:	1.473	1.536

See attached Exhibit (3)(g).

To the extent that such data are available, the corresponding earned premium and exposures are shown on page RB2-157.

Exhibit (3)(g)

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			3,604
2013		9,389	3,564
2014	34,166	9,946	4,086
2015	37,637	10,984	4,355
2016	38,302	11,661	4,459
2017	37,117	10,525	3,995
2018	35,493	10,327	4,241
2019	35,576	11,620	4,450
2020	29,425	9,133	3,571
2021	33,477	10,619	3,949
2022	30,387	9,820	
2023	30,831		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.380
2014	0.291	0.411
2015	0.292	0.396
2016	0.304	0.382
2017	0.284	0.380
2018	0.291	0.411
2019	0.327	0.383
2020	0.310	0.391
2021	0.317	0.372
2022	0.323	
Five Year Average	0.314	0.387
Three Year Average	0.317	0.382

	Five Year	Three Year
27 to 39 months:	0.387	0.382
15 to 39 months:	0.122	0.121

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			116
2013		320	99
2014	4,389	320	116
2015	5,304	438	116
2016	5,709	436	151
2017	5,990	534	172
2018	6,231	531	168
2019	6,473	568	234
2020	6,094	700	232
2021	11,220	1,059	298
2022	10,506	948	
2023	9,560		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.309
2014	0.073	0.363
2015	0.083	0.265
2016	0.076	0.346
2017	0.089	0.322
2018	0.085	0.316
2019	0.088	0.412
2020	0.115	0.331
2021	0.094	0.281
2022	0.090	
Five Year Average	0.094	0.332
Three Year Average	0.100	0.341

	Five Year	Three Year
27 to 39 months:	0.332	0.341
15 to 39 months:	0.031	0.034

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			225
2013		558	207
2014	4,847	584	259
2015	5,342	706	209
2016	5,184	730	242
2017	4,899	687	180
2018	5,572	631	223
2019	4,730	646	237
2020	4,303	653	199
2021	5,666	921	225
2022	5,113	637	
2023	4,827		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.371
2014	0.120	0.443
2015	0.132	0.296
2016	0.141	0.332
2017	0.140	0.262
2018	0.113	0.353
2019	0.137	0.367
2020	0.152	0.305
2021	0.163	0.244
2022	0.125	
Five Year Average	0.138	0.306
Three Year Average	0.147	0.305

	Five Year	Three Year
27 to 39 months:	0.306	0.305
15 to 39 months:	0.042	0.045

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

EARNED EXPOSURES BY COVERAGE

VOLUNTARY ONLY

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	6,302,525	6,302,525	4,478,797
2020	6,552,123	6,552,123	4,586,310
2021	6,163,064	6,163,064	4,258,450
2022	6,242,286	6,242,286	4,321,871
2023	6,176,858	6,176,858	4,304,170

CEDED ONLY

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	1,635,071	1,635,071	803,921
2020	1,650,333	1,650,333	760,555
2021	1,644,431	1,644,431	714,295
2022	1,631,014	1,631,014	704,141
2023	1,788,986	1,788,986	775,439

ESTIMATED EARNED PREMIUM BY COVERAGE

VOLUNTARY ONLY

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	791,260,924	864,669,988	115,406,900
2020	803,652,940	985,533,805	114,094,728
2021	749,739,654	929,775,284	100,230,460
2022	797,210,296	987,826,263	105,663,602
2023	821,184,876	1,017,999,098	109,696,113

CEDED ONLY

YEAR	BODILY INJURY	PROPERTY DAMAGE	MEDICAL PAYMENTS
2019	355,835,971	400,761,699	26,200,730
2020	365,390,400	426,017,096	23,378,773
2021	363,480,922	432,744,022	21,634,595
2022	368,073,532	437,462,394	20,762,627
2023	405,509,870	489,359,191	22,879,792

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					531,542,743
2011				507,284,598	520,215,806
2012			472,309,081	516,018,279	530,168,903
2013		381,749,155	457,905,236	501,068,442	515,459,390
2014	201,425,635	384,015,654	467,546,505	513,317,278	530,656,407
2015	222,102,639	439,842,621	528,331,881	579,644,881	601,861,766
2016	253,240,688	472,554,052	571,151,690	624,519,085	638,695,521
2017	242,862,158	452,926,363	548,256,160	593,246,453	613,442,264
2018	221,822,353	438,901,394	526,005,458	579,145,802	590,677,865
2019	243,385,439	465,469,051	580,736,553	634,041,831	662,534,022
2020	196,295,003	401,332,938	492,903,792	545,898,602	
2021	231,695,913	478,790,776	589,933,217		
2022	220,234,175	441,972,402			
2023	236,690,194				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.025
2012			1.093	1.027
2013		1.199	1.094	1.029
2014	1.906	1.218	1.098	1.034
2015	1.980	1.201	1.097	1.038
2016	1.866	1.209	1.093	1.023
2017	1.865	1.210	1.082	1.034
2018	1.979	1.198	1.101	1.020
2019	1.912	1.248	1.092	1.045
2020	2.045	1.228	1.108	
2021	2.066	1.232		
2022	2.007			
Five Year Average	2.002	1.223	1.095	1.032
Three Year Average	2.039	1.236	1.100	1.033

	Five Year	Three Year
39 to 63 months:	1.130	1.136
27 to 63 months:	1.382	1.404
15 to 63 months:	2.767	2.863

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					426,591,722
2011				425,335,463	425,514,952
2012			447,567,682	448,241,756	448,223,152
2013		459,098,139	461,159,853	461,463,508	461,602,987
2014	470,286,334	491,070,066	492,939,821	493,409,797	493,232,051
2015	530,902,654	567,216,372	569,882,829	570,617,210	570,908,171
2016	594,324,245	631,552,889	635,073,026	635,896,878	637,245,966
2017	600,480,591	633,005,561	636,128,533	638,812,691	636,617,625
2018	603,825,486	646,742,291	653,184,578	654,414,245	654,463,965
2019	669,533,962	717,442,139	721,684,503	722,586,075	723,681,602
2020	527,470,853	562,989,102	562,169,764	569,385,691	
2021	669,139,406	751,900,173	763,768,285		
2022	729,724,598	793,376,056			
2023	777,170,754				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.002	1.000
2013		1.004	1.001	1.000
2014	1.044	1.004	1.001	1.000
2015	1.068	1.005	1.001	1.001
2016	1.063	1.006	1.001	1.002
2017	1.054	1.005	1.004	0.997
2018	1.071	1.010	1.002	1.000
2019	1.072	1.006	1.001	1.002
2020	1.067	0.999	1.013	
2021	1.124	1.016		
2022	1.087			
Five Year Average	1.084	1.007	1.004	1.000
Three Year Average	1.093	1.007	1.005	1.000

	Five Year	Three Year
39 to 63 months:	1.004	1.005
27 to 63 months:	1.011	1.012
15 to 63 months:	1.096	1.106

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Medical Payments Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					72,324,039
2011				69,344,266	69,591,369
2012			69,263,530	70,465,069	70,314,203
2013		65,668,763	68,168,671	68,396,077	68,634,166
2014	53,613,528	64,798,349	66,821,117	68,006,585	68,177,536
2015	58,242,566	71,227,465	74,261,920	75,275,497	75,507,804
2016	64,041,104	76,281,762	78,997,552	80,079,946	80,297,313
2017	61,543,120	72,330,300	74,595,260	75,616,812	75,777,904
2018	56,695,608	69,305,186	71,609,294	72,737,213	72,837,784
2019	58,691,173	70,962,121	73,649,567	74,121,946	74,816,508
2020	46,640,464	55,705,116	57,594,172	58,780,021	
2021	49,873,532	60,531,345	63,250,771		
2022	40,331,094	49,181,596			
2023	43,519,342				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.004
2012			1.017	0.998
2013		1.038	1.003	1.003
2014	1.209	1.031	1.018	1.003
2015	1.223	1.043	1.014	1.003
2016	1.191	1.036	1.014	1.003
2017	1.175	1.031	1.014	1.002
2018	1.222	1.033	1.016	1.001
2019	1.209	1.038	1.006	1.009
2020	1.194	1.034	1.021	
2021	1.214	1.045		
2022	1.219			
Five Year Average	1.212	1.036	1.014	1.004
Three Year Average	1.209	1.039	1.014	1.004

	Five Year	Three Year
39 to 63 months:	1.018	1.018
27 to 63 months:	1.055	1.058
15 to 63 months:	1.279	1.279

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					537,915,027
2011				528,164,063	526,638,095
2012			538,547,736	538,261,933	538,172,683
2013		512,126,110	517,262,150	521,225,499	521,007,451
2014	496,255,175	523,892,284	532,790,073	539,898,874	540,042,247
2015	527,524,541	579,876,937	602,593,380	606,819,761	609,249,743
2016	565,231,591	622,469,713	644,156,105	649,972,849	654,242,034
2017	533,082,246	593,382,285	613,438,313	622,689,514	622,224,143
2018	517,747,379	581,223,326	595,898,900	606,828,612	608,457,586
2019	560,004,082	623,717,645	654,807,819	660,859,140	669,430,791
2020	456,258,686	527,340,368	554,614,011	568,332,219	
2021	532,005,506	627,454,556	661,079,668		
2022	493,281,588	587,472,597			
2023	547,670,117				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.997
2012			0.999	1.000
2013		1.010	1.008	1.000
2014	1.056	1.017	1.013	1.000
2015	1.099	1.039	1.007	1.004
2016	1.101	1.035	1.009	1.007
2017	1.113	1.034	1.015	0.999
2018	1.123	1.025	1.018	1.003
2019	1.114	1.050	1.009	1.013
2020	1.156	1.052	1.025	
2021	1.179	1.054		
2022	1.191			
Five Year Average	1.153	1.043	1.015	1.005
Three Year Average	1.175	1.052	1.017	1.005

	Five Year	Three Year
39 to 63 months:	1.020	1.022
27 to 63 months:	1.064	1.075
15 to 63 months:	1.227	1.263

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					426,694,379
2011				425,601,205	425,615,838
2012			447,980,000	448,472,815	448,365,012
2013		460,067,703	461,667,924	461,660,530	461,696,668
2014	481,898,462	492,189,385	493,279,024	493,633,078	493,338,073
2015	545,175,341	569,161,072	570,407,460	570,884,069	571,082,780
2016	611,407,973	633,330,751	635,637,753	636,262,765	637,574,787
2017	615,397,083	635,057,119	636,830,218	639,446,934	636,905,769
2018	624,115,736	649,489,996	654,207,254	654,716,201	654,856,241
2019	692,970,172	720,223,672	722,828,705	723,616,384	723,786,396
2020	544,942,856	565,464,497	563,021,752	569,594,099	
2021	701,687,488	755,544,724	764,794,728		
2022	766,597,737	797,145,874			
2023	812,655,983				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.001	1.000
2013		1.003	1.000	1.000
2014	1.021	1.002	1.001	0.999
2015	1.044	1.002	1.001	1.000
2016	1.036	1.004	1.001	1.002
2017	1.032	1.003	1.004	0.996
2018	1.041	1.007	1.001	1.000
2019	1.039	1.004	1.001	1.000
2020	1.038	0.996	1.012	
2021	1.077	1.012		
2022	1.040			
Five Year Average	1.047	1.004	1.004	1.000
Three Year Average	1.052	1.004	1.005	0.999

	Five Year	Three Year
39 to 63 months:	1.004	1.004
27 to 63 months:	1.008	1.008
15 to 63 months:	1.055	1.060

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Medical Payments Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					72,404,513
2011				69,482,947	69,637,679
2012			69,795,548	70,603,589	70,340,497
2013		66,878,694	68,647,962	68,544,492	68,658,602
2014	62,742,036	66,093,425	67,399,529	68,134,669	68,212,238
2015	68,698,002	72,648,773	74,892,738	75,471,202	75,546,736
2016	74,097,958	78,021,900	79,699,030	80,238,966	80,389,276
2017	71,550,964	73,796,826	75,077,365	75,889,598	75,801,562
2018	68,247,039	70,800,069	72,151,110	72,999,118	73,029,816
2019	69,682,576	72,537,139	74,243,649	74,645,898	74,903,056
2020	55,592,516	57,477,339	58,122,804	59,069,853	
2021	60,885,686	62,785,006	63,905,311		
2022	50,550,132	50,720,185			
2023	53,438,369				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.012	0.996
2013		1.026	0.998	1.002
2014	1.053	1.020	1.011	1.001
2015	1.058	1.031	1.008	1.001
2016	1.053	1.021	1.007	1.002
2017	1.031	1.017	1.011	0.999
2018	1.037	1.019	1.012	1.000
2019	1.041	1.024	1.005	1.003
2020	1.034	1.011	1.016	
2021	1.031	1.018		
2022	1.003			
Five Year Average	1.029	1.018	1.010	1.001
Three Year Average	1.023	1.018	1.011	1.001

	Five Year	Three Year
39 to 63 months:	1.011	1.012
27 to 63 months:	1.029	1.030
15 to 63 months:	1.059	1.054

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					416,199,753
2011				407,895,982	407,924,917
2012			413,001,456	413,517,237	415,289,651
2013		398,863,846	397,256,023	402,095,823	401,573,776
2014	402,046,730	406,550,025	411,007,675	412,907,580	416,447,011
2015	434,597,278	458,789,363	470,289,382	471,309,607	473,583,494
2016	461,704,692	492,705,151	503,416,231	506,568,985	508,891,313
2017	435,055,596	464,087,636	472,516,026	477,386,585	478,886,075
2018	416,552,260	448,215,640	455,732,631	463,154,150	463,822,436
2019	450,279,754	484,254,003	498,050,706	499,169,727	503,623,925
2020	362,667,052	398,614,201	410,793,152	415,181,668	
2021	418,546,038	473,505,543	487,186,020		
2022	392,779,560	441,548,549			
2023	433,902,315				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.001	1.004
2013		0.996	1.012	0.999
2014	1.011	1.011	1.005	1.009
2015	1.056	1.025	1.002	1.005
2016	1.067	1.022	1.006	1.005
2017	1.067	1.018	1.010	1.003
2018	1.076	1.017	1.016	1.001
2019	1.075	1.028	1.002	1.009
2020	1.099	1.031	1.011	
2021	1.131	1.029		
2022	1.124			
Five Year Average	1.101	1.025	1.009	1.005
Three Year Average	1.118	1.029	1.010	1.004

	Five Year	Three Year
39 to 63 months:	1.014	1.014
27 to 63 months:	1.039	1.043
15 to 63 months:	1.144	1.166

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					423,034,905
2011				421,784,915	421,658,548
2012			443,152,323	443,315,690	443,468,376
2013		455,423,581	456,838,530	457,016,041	457,020,027
2014	476,137,977	485,966,221	486,676,840	487,259,425	487,191,035
2015	537,257,731	560,691,963	562,212,865	562,653,907	562,836,937
2016	602,435,995	624,071,140	626,293,446	626,664,967	628,043,275
2017	605,268,057	624,175,908	625,931,007	628,221,540	625,758,818
2018	613,115,609	637,680,976	641,933,270	642,534,936	642,783,209
2019	679,637,972	705,391,543	707,901,157	708,447,780	708,404,094
2020	533,128,598	553,163,242	550,232,380	556,145,879	
2021	681,465,874	730,919,966	739,278,058		
2022	734,475,950	762,240,470			
2023	780,264,958				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.000	1.000
2013		1.003	1.000	1.000
2014	1.021	1.001	1.001	1.000
2015	1.044	1.003	1.001	1.000
2016	1.036	1.004	1.001	1.002
2017	1.031	1.003	1.004	0.996
2018	1.040	1.007	1.001	1.000
2019	1.038	1.004	1.001	1.000
2020	1.038	0.995	1.011	
2021	1.073	1.011		
2022	1.038			
Five Year Average	1.045	1.004	1.004	1.000
Three Year Average	1.050	1.003	1.004	0.999

	Five Year	Three Year
39 to 63 months:	1.004	1.003
27 to 63 months:	1.008	1.006
15 to 63 months:	1.053	1.056

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					60,299
2011				57,097	57,519
2012			57,808	59,476	59,860
2013		51,839	55,299	57,117	57,512
2014	37,644	51,281	55,149	56,927	57,343
2015	42,002	59,648	63,928	65,857	66,373
2016	45,081	61,303	65,765	67,828	68,213
2017	39,588	54,462	58,581	60,243	60,592
2018	35,629	50,207	54,072	56,156	56,267
2019	37,714	52,031	56,652	58,048	59,155
2020	29,554	40,876	43,941	45,821	
2021	30,849	44,362	48,092		
2022	28,402	38,988			
2023	29,999				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.007
2012			1.029	1.006
2013		1.067	1.033	1.007
2014	1.362	1.075	1.032	1.007
2015	1.420	1.072	1.030	1.008
2016	1.360	1.073	1.031	1.006
2017	1.376	1.076	1.028	1.006
2018	1.409	1.077	1.039	1.002
2019	1.380	1.089	1.025	1.019
2020	1.383	1.075	1.043	
2021	1.438	1.084		
2022	1.373			
Five Year Average	1.397	1.080	1.033	1.008
Three Year Average	1.398	1.083	1.036	1.009

	Five Year	Three Year
39 to 63 months:	1.041	1.045
27 to 63 months:	1.124	1.132
15 to 63 months:	1.570	1.583

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					164,572
2011				158,328	158,324
2012			163,767	163,884	163,885
2013		161,306	161,685	161,775	161,796
2014	160,040	163,738	164,037	164,116	164,060
2015	173,024	181,009	181,418	181,463	181,558
2016	186,940	192,917	193,485	193,605	194,383
2017	175,531	181,799	182,330	183,299	181,529
2018	169,102	175,664	176,909	177,106	177,035
2019	175,728	182,916	183,395	183,504	183,638
2020	135,070	140,168	139,169	140,893	
2021	148,658	158,664	160,784		
2022	137,644	142,880			
2023	138,269				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.001	1.000
2013		1.002	1.001	1.000
2014	1.023	1.002	1.000	1.000
2015	1.046	1.002	1.000	1.001
2016	1.032	1.003	1.001	1.004
2017	1.036	1.003	1.005	0.990
2018	1.039	1.007	1.001	1.000
2019	1.041	1.003	1.001	1.001
2020	1.038	0.993	1.012	
2021	1.067	1.013		
2022	1.038			
Five Year Average	1.045	1.004	1.004	0.999
Three Year Average	1.048	1.003	1.005	0.997

	Five Year	Three Year
39 to 63 months:	1.003	1.002
27 to 63 months:	1.007	1.005
15 to 63 months:	1.052	1.053

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Medical Payments Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					37,197
2011				34,291	34,327
2012			33,778	34,012	34,036
2013		32,158	32,792	33,036	33,075
2014	26,924	31,174	31,896	32,192	32,211
2015	29,001	34,576	35,466	35,732	35,778
2016	32,536	37,579	38,386	38,670	38,704
2017	30,060	34,420	35,244	35,484	35,427
2018	27,332	32,436	33,144	33,500	33,412
2019	27,941	32,385	33,180	33,273	33,497
2020	21,808	25,316	25,711	26,191	
2021	23,087	27,566	28,576		
2022	19,900	23,414			
2023	20,858				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.007	1.001
2013		1.020	1.007	1.001
2014	1.158	1.023	1.009	1.001
2015	1.192	1.026	1.008	1.001
2016	1.155	1.021	1.007	1.001
2017	1.145	1.024	1.007	0.998
2018	1.187	1.022	1.011	0.997
2019	1.159	1.025	1.003	1.007
2020	1.161	1.016	1.019	
2021	1.194	1.037		
2022	1.177			
Five Year Average	1.176	1.025	1.009	1.001
Three Year Average	1.177	1.026	1.011	1.001

	Five Year	Three Year
39 to 63 months:	1.010	1.012
27 to 63 months:	1.035	1.038
15 to 63 months:	1.217	1.222

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					60,475
2011				57,794	57,674
2012			60,185	60,086	60,065
2013		57,953	57,648	57,770	57,674
2014	59,844	57,918	57,759	57,730	57,585
2015	67,914	66,627	66,724	66,649	66,592
2016	69,865	68,807	68,626	68,617	68,576
2017	62,457	61,065	61,048	61,092	60,871
2018	57,546	56,567	56,755	56,957	56,794
2019	60,198	59,359	59,440	59,533	59,338
2020	47,157	46,334	46,066	46,401	
2021	51,352	50,762	50,499		
2022	46,770	44,992			
2023	48,100				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.998
2012			0.998	1.000
2013		0.995	1.002	0.998
2014	0.968	0.997	0.999	0.997
2015	0.981	1.001	0.999	0.999
2016	0.985	0.997	1.000	0.999
2017	0.978	1.000	1.001	0.996
2018	0.983	1.003	1.004	0.997
2019	0.986	1.001	1.002	0.997
2020	0.983	0.994	1.007	
2021	0.989	0.995		
2022	0.962			
Five Year Average	0.981	0.999	1.003	0.998
Three Year Average	0.978	0.997	1.004	0.997

	Five Year	Three Year
39 to 63 months:	1.001	1.001
27 to 63 months:	1.000	0.998
15 to 63 months:	0.981	0.976

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					164,578
2011				158,374	158,336
2012			163,844	163,912	163,901
2013		161,513	161,749	161,805	161,800
2014	162,932	163,935	164,113	164,139	164,065
2015	176,748	181,321	181,504	181,490	181,574
2016	190,890	193,204	193,580	193,643	194,429
2017	179,348	182,143	182,430	183,347	181,572
2018	172,946	176,002	177,015	177,214	177,102
2019	179,908	183,284	183,549	183,652	183,660
2020	138,661	140,600	139,310	140,947	
2021	155,556	159,268	160,966		
2022	144,055	143,459			
2023	143,708				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.000	1.000
2013		1.001	1.000	1.000
2014	1.006	1.001	1.000	1.000
2015	1.026	1.001	1.000	1.000
2016	1.012	1.002	1.000	1.004
2017	1.016	1.002	1.005	0.990
2018	1.018	1.006	1.001	0.999
2019	1.019	1.001	1.001	1.000
2020	1.014	0.991	1.012	
2021	1.024	1.011		
2022	0.996			
Five Year Average	1.014	1.002	1.004	0.999
Three Year Average	1.011	1.001	1.005	0.996

	Five Year	Three Year
39 to 63 months:	1.003	1.001
27 to 63 months:	1.005	1.002
15 to 63 months:	1.019	1.013

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Medical Payments Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					37,217
2011				34,360	34,352
2012			33,964	34,053	34,048
2013		32,615	32,955	33,078	33,091
2014	30,391	31,653	32,118	32,236	32,230
2015	33,026	35,150	35,630	35,775	35,795
2016	36,584	38,187	38,598	38,725	38,725
2017	33,863	35,020	35,395	35,521	35,446
2018	31,805	32,963	33,335	33,568	33,468
2019	31,803	32,935	33,393	33,447	33,513
2020	25,230	25,890	25,882	26,236	
2021	27,747	28,381	28,772		
2022	24,023	23,985			
2023	24,688				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.003	1.000
2013		1.010	1.004	1.000
2014	1.042	1.015	1.004	1.000
2015	1.064	1.014	1.004	1.001
2016	1.044	1.011	1.003	1.000
2017	1.034	1.011	1.004	0.998
2018	1.036	1.011	1.007	0.997
2019	1.036	1.014	1.002	1.002
2020	1.026	1.000	1.014	
2021	1.023	1.014		
2022	0.998			
Five Year Average	1.024	1.010	1.006	1.000
Three Year Average	1.016	1.009	1.008	0.999

	Five Year	Three Year
39 to 63 months:	1.006	1.007
27 to 63 months:	1.016	1.016
15 to 63 months:	1.040	1.032

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Bodily Injury Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			2,377
2013		6,114	2,349
2014	22,200	6,637	2,610
2015	25,912	6,979	2,796
2016	24,784	7,504	2,861
2017	22,869	6,603	2,467
2018	21,917	6,360	2,683
2019	22,484	7,328	2,788
2020	17,603	5,458	
2021	20,503	6,400	
2022	20,063		
2023	19,345		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.384
2014	0.299	0.393
2015	0.269	0.401
2016	0.303	0.381
2017	0.289	0.374
2018	0.290	0.422
2019	0.326	0.380
2020	0.310	0.000
2021	0.312	0.000
2022	0.000	
Five Year Average	0.248	0.235
Three Year Average	0.207	0.127

	Five Year	Three Year
27 to 39 months:	0.235	0.127
15 to 39 months:	0.058	0.026

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Property Damage Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			77
2013		207	64
2014	2,892	197	76
2015	3,724	312	86
2016	3,950	287	95
2017	3,817	344	100
2018	3,844	338	106
2019	4,180	368	154
2020	3,591	432	141
2021	6,898	604	182
2022	6,411	579	
2023	5,439		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.309
2014	0.068	0.386
2015	0.084	0.276
2016	0.073	0.331
2017	0.090	0.291
2018	0.088	0.314
2019	0.088	0.418
2020	0.120	0.326
2021	0.088	0.301
2022	0.090	
Five Year Average	0.095	0.330
Three Year Average	0.099	0.348

	Five Year	Three Year
27 to 39 months:	0.330	0.348
15 to 39 months:	0.031	0.034

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Voluntary Only

Medical Payments Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			186
2013		457	163
2014	3,467	479	222
2015	4,025	574	164
2016	4,048	608	212
2017	3,803	600	151
2018	4,473	527	191
2019	3,862	550	213
2020	3,422	574	171
2021	4,660	815	196
2022	4,123	571	
2023	3,830		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.357
2014	0.138	0.463
2015	0.143	0.286
2016	0.150	0.349
2017	0.158	0.252
2018	0.118	0.362
2019	0.142	0.387
2020	0.168	0.298
2021	0.175	0.240
2022	0.138	
Five Year Average	0.148	0.308
Three Year Average	0.160	0.308

	Five Year	Three Year
27 to 39 months:	0.308	0.308
15 to 39 months:	0.046	0.049

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					279,295,047
2011				286,224,042	291,705,249
2012			267,740,518	283,372,948	288,211,918
2013		247,926,952	284,053,556	301,079,530	306,763,223
2014	148,858,071	251,617,783	286,560,049	304,844,085	312,344,572
2015	149,803,730	256,442,782	297,763,737	317,880,465	323,446,592
2016	162,206,324	276,566,825	321,489,090	342,631,118	349,006,283
2017	156,624,112	282,423,984	327,220,856	346,143,260	355,520,369
2018	162,213,818	293,184,385	339,113,583	363,240,538	366,542,739
2019	166,189,841	285,347,616	338,753,826	359,165,162	373,607,796
2020	143,323,910	265,597,524	309,918,239	335,966,069	
2021	157,950,066	293,718,426	352,695,934		
2022	148,551,579	288,622,970			
2023	165,692,418				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.019
2012			1.058	1.017
2013		1.146	1.060	1.019
2014	1.690	1.139	1.064	1.025
2015	1.712	1.161	1.068	1.018
2016	1.705	1.162	1.066	1.019
2017	1.803	1.159	1.058	1.027
2018	1.807	1.157	1.071	1.009
2019	1.717	1.187	1.060	1.040
2020	1.853	1.167	1.084	
2021	1.860	1.201		
2022	1.943			
Five Year Average	1.836	1.174	1.068	1.023
Three Year Average	1.885	1.185	1.072	1.025

	Five Year	Three Year
39 to 63 months:	1.093	1.099
27 to 63 months:	1.283	1.302
15 to 63 months:	2.356	2.454

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Property Damage Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					204,627,485
2011				215,318,462	216,362,336
2012			230,137,757	230,609,330	230,658,662
2013		257,046,160	258,806,446	259,257,570	259,317,520
2014	261,794,385	278,948,639	280,748,532	281,350,518	281,396,007
2015	283,946,770	297,588,296	300,106,057	300,782,116	298,872,528
2016	297,962,949	322,105,867	324,615,589	323,182,909	324,202,800
2017	320,771,977	345,145,882	345,548,279	347,404,334	349,927,924
2018	333,503,838	364,606,839	369,705,170	370,352,238	370,434,197
2019	349,589,342	380,928,960	384,140,639	384,740,160	388,080,972
2020	296,897,763	324,975,206	326,377,534	333,170,510	
2021	352,006,383	410,609,660	424,428,077		
2022	379,933,795	441,191,994			
2023	436,681,250				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.005
2012			1.002	1.000
2013		1.007	1.002	1.000
2014	1.066	1.006	1.002	1.000
2015	1.048	1.008	1.002	0.994
2016	1.081	1.008	0.996	1.003
2017	1.076	1.001	1.005	1.007
2018	1.093	1.014	1.002	1.000
2019	1.090	1.008	1.002	1.009
2020	1.095	1.004	1.021	
2021	1.166	1.034		
2022	1.161			
Five Year Average	1.121	1.012	1.005	1.003
Three Year Average	1.141	1.015	1.008	1.005

	Five Year	Three Year
39 to 63 months:	1.008	1.013
27 to 63 months:	1.020	1.028
15 to 63 months:	1.143	1.173

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Medical Payments Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					26,876,941
2011				28,299,771	28,452,542
2012			28,387,806	28,245,388	28,285,852
2013		28,829,869	29,155,935	29,301,741	29,378,965
2014	25,922,210	29,202,792	29,350,190	29,450,951	29,459,399
2015	25,105,978	27,574,791	28,005,785	28,144,748	28,148,617
2016	26,029,228	28,714,893	29,148,220	29,244,194	29,277,568
2017	25,561,049	28,205,884	28,517,497	28,631,674	28,784,734
2018	22,961,121	26,010,026	26,404,939	26,539,578	26,574,584
2019	21,480,112	23,696,362	24,043,223	24,111,412	24,247,378
2020	16,175,193	18,032,991	18,018,614	18,421,811	
2021	15,353,849	17,469,854	18,012,112		
2022	13,163,132	15,230,693			
2023	15,103,638				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.005
2012			0.995	1.001
2013		1.011	1.005	1.003
2014	1.127	1.005	1.003	1.000
2015	1.098	1.016	1.005	1.000
2016	1.103	1.015	1.003	1.001
2017	1.103	1.011	1.004	1.005
2018	1.133	1.015	1.005	1.001
2019	1.103	1.015	1.003	1.006
2020	1.115	0.999	1.022	
2021	1.138	1.031		
2022	1.157			
Five Year Average	1.129	1.014	1.007	1.003
Three Year Average	1.137	1.015	1.010	1.004

	Five Year	Three Year
39 to 63 months:	1.010	1.014
27 to 63 months:	1.024	1.029
15 to 63 months:	1.156	1.170

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					283,209,144
2011				294,703,654	294,397,051
2012			289,704,422	290,922,046	291,074,920
2013		297,875,600	306,344,813	309,550,546	310,033,750
2014	270,363,974	300,118,484	311,173,418	314,181,918	315,304,984
2015	282,646,078	313,595,524	324,592,302	327,228,156	325,713,870
2016	307,953,998	341,615,741	350,607,279	352,858,318	354,015,375
2017	309,151,122	344,513,751	354,221,469	359,471,171	359,563,529
2018	308,440,699	354,544,459	366,349,019	372,114,278	372,713,223
2019	309,977,858	349,531,297	365,762,840	368,475,481	376,612,933
2020	273,904,720	321,484,100	335,674,499	345,401,277	
2021	301,598,609	358,316,170	380,912,235		
2022	292,568,195	354,297,535			
2023	338,166,098				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.999
2012			1.004	1.001
2013		1.028	1.010	1.002
2014	1.110	1.037	1.010	1.004
2015	1.109	1.035	1.008	0.995
2016	1.109	1.026	1.006	1.003
2017	1.114	1.028	1.015	1.000
2018	1.149	1.033	1.016	1.002
2019	1.128	1.046	1.007	1.022
2020	1.174	1.044	1.029	
2021	1.188	1.063		
2022	1.211			
Five Year Average	1.170	1.043	1.015	1.004
Three Year Average	1.191	1.051	1.017	1.008

	Five Year	Three Year
39 to 63 months:	1.019	1.025
27 to 63 months:	1.063	1.077
15 to 63 months:	1.244	1.283

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					204,694,423
2011				215,466,554	216,426,327
2012			230,298,339	230,688,030	230,699,818
2013		257,605,553	259,025,948	259,399,910	259,353,807
2014	268,160,835	279,767,333	281,059,566	281,457,748	281,466,358
2015	290,522,189	298,650,673	300,355,691	300,965,337	298,965,029
2016	306,187,722	322,937,929	324,966,179	323,346,650	324,338,235
2017	331,443,677	346,199,069	346,049,363	347,643,261	350,007,345
2018	347,217,141	366,240,691	370,224,314	370,492,638	370,615,744
2019	363,963,368	382,395,967	384,668,951	385,168,504	388,119,048
2020	309,493,110	326,779,445	326,973,771	333,350,572	
2021	374,958,766	413,705,854	425,180,878		
2022	402,559,720	443,694,509			
2023	461,534,160				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.004
2012			1.002	1.000
2013		1.006	1.001	1.000
2014	1.043	1.005	1.001	1.000
2015	1.028	1.006	1.002	0.993
2016	1.055	1.006	0.995	1.003
2017	1.045	1.000	1.005	1.007
2018	1.055	1.011	1.001	1.000
2019	1.051	1.006	1.001	1.008
2020	1.056	1.001	1.020	
2021	1.103	1.028		
2022	1.102			
Five Year Average	1.073	1.009	1.004	1.002
Three Year Average	1.087	1.012	1.007	1.005

	Five Year	Three Year
39 to 63 months:	1.006	1.012
27 to 63 months:	1.015	1.024
15 to 63 months:	1.089	1.113

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Medical Payments Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					26,881,641
2011				28,331,719	28,477,681
2012			28,511,381	28,307,326	28,349,428
2013		28,964,096	29,212,200	29,313,588	29,387,755
2014	28,255,438	29,419,256	29,451,867	29,515,358	29,515,587
2015	27,250,351	27,772,083	28,078,586	28,177,632	28,171,402
2016	28,166,229	28,944,926	29,195,486	29,256,943	29,283,136
2017	27,513,521	28,359,821	28,572,954	28,640,158	28,790,168
2018	24,892,550	26,190,344	26,448,008	26,557,231	26,584,408
2019	22,955,507	23,833,440	24,088,365	24,138,151	24,249,378
2020	17,566,602	18,162,583	18,059,578	18,437,406	
2021	16,890,097	17,657,302	18,057,996		
2022	14,673,777	15,345,586			
2023	16,991,847				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.005
2012			0.993	1.001
2013		1.009	1.003	1.003
2014	1.041	1.001	1.002	1.000
2015	1.019	1.011	1.004	1.000
2016	1.028	1.009	1.002	1.001
2017	1.031	1.008	1.002	1.005
2018	1.052	1.010	1.004	1.001
2019	1.038	1.011	1.002	1.005
2020	1.034	0.994	1.021	
2021	1.045	1.023		
2022	1.046			
Five Year Average	1.043	1.009	1.006	1.002
Three Year Average	1.042	1.009	1.009	1.004

	Five Year	Three Year
39 to 63 months:	1.008	1.013
27 to 63 months:	1.017	1.022
15 to 63 months:	1.061	1.065

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					261,191,509
2011				271,517,801	271,076,909
2012			268,146,965	268,583,234	268,355,411
2013		276,501,432	282,594,876	286,370,050	285,113,476
2014	252,712,732	278,961,417	288,309,321	290,319,436	291,379,795
2015	261,791,483	285,372,152	294,366,442	296,443,329	295,357,834
2016	284,549,835	310,680,703	316,778,154	317,360,654	318,421,207
2017	285,786,841	315,029,463	321,800,905	325,742,969	326,843,521
2018	287,113,927	325,216,541	334,345,891	339,072,046	339,401,395
2019	288,314,759	322,280,392	334,516,480	335,940,538	343,430,321
2020	252,369,471	292,737,291	303,794,250	312,444,271	
2021	278,667,989	328,043,064	346,042,553		
2022	267,368,814	317,248,027			
2023	307,754,965				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.998
2012			1.002	0.999
2013		1.022	1.013	0.996
2014	1.104	1.034	1.007	1.004
2015	1.090	1.032	1.007	0.996
2016	1.092	1.020	1.002	1.003
2017	1.102	1.021	1.012	1.003
2018	1.133	1.028	1.014	1.001
2019	1.118	1.038	1.004	1.022
2020	1.160	1.038	1.028	
2021	1.177	1.055		
2022	1.187			
Five Year Average	1.155	1.036	1.012	1.005
Three Year Average	1.175	1.044	1.015	1.009

	Five Year	Three Year
39 to 63 months:	1.017	1.024
27 to 63 months:	1.054	1.069
15 to 63 months:	1.217	1.256

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Ceded Only

Property Damage Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					203,697,280
2011				214,319,496	215,276,919
2012			229,002,626	229,356,883	229,360,343
2013		255,859,992	257,114,766	257,419,727	257,434,847
2014	266,199,710	277,521,410	278,826,660	279,217,095	279,238,352
2015	288,013,374	295,667,734	297,371,128	297,884,147	295,896,726
2016	303,093,159	319,540,722	321,468,567	319,736,232	320,718,225
2017	328,161,456	342,686,181	342,468,519	343,967,619	346,326,151
2018	343,600,497	362,270,153	366,212,994	366,264,545	366,514,848
2019	360,653,349	378,932,046	381,060,586	381,503,661	384,246,731
2020	305,695,520	322,747,956	322,811,692	328,895,712	
2021	369,402,654	406,451,644	417,516,417		
2022	393,528,153	433,057,723			
2023	451,879,867				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.004
2012			1.002	1.000
2013		1.005	1.001	1.000
2014	1.043	1.005	1.001	1.000
2015	1.027	1.006	1.002	0.993
2016	1.054	1.006	0.995	1.003
2017	1.044	0.999	1.004	1.007
2018	1.054	1.011	1.000	1.001
2019	1.051	1.006	1.001	1.007
2020	1.056	1.000	1.019	
2021	1.100	1.027		
2022	1.100			
Five Year Average	1.072	1.009	1.004	1.002
Three Year Average	1.085	1.011	1.007	1.005

	Five Year	Three Year
39 to 63 months:	1.006	1.012
27 to 63 months:	1.015	1.023
15 to 63 months:	1.088	1.110

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					40,459
2011				40,576	40,954
2012			40,870	41,857	42,100
2013		39,650	41,938	42,992	43,251
2014	30,687	40,143	42,823	43,913	44,236
2015	32,398	41,818	44,499	45,751	45,733
2016	32,068	41,839	44,486	45,460	45,709
2017	29,539	39,876	42,461	43,550	44,192
2018	28,592	38,538	41,152	42,470	42,500
2019	27,865	36,868	39,707	40,444	41,550
2020	23,764	31,705	33,929	35,390	
2021	23,863	33,007	36,088		
2022	21,759	29,971			
2023	23,938				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.009
2012			1.024	1.006
2013		1.058	1.025	1.006
2014	1.308	1.067	1.025	1.007
2015	1.291	1.064	1.028	1.000
2016	1.305	1.063	1.022	1.005
2017	1.350	1.065	1.026	1.015
2018	1.348	1.068	1.032	1.001
2019	1.323	1.077	1.019	1.027
2020	1.334	1.070	1.043	
2021	1.383	1.093		
2022	1.377			
Five Year Average	1.353	1.075	1.028	1.010
Three Year Average	1.365	1.080	1.031	1.014

	Five Year	Three Year
39 to 63 months:	1.038	1.045
27 to 63 months:	1.116	1.129
15 to 63 months:	1.510	1.541

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Property Damage Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					85,728
2011				87,659	88,235
2012			89,794	89,967	89,972
2013		91,095	91,340	91,401	91,416
2014	91,691	94,641	95,051	95,139	95,150
2015	97,364	100,026	100,360	100,475	99,924
2016	94,677	98,431	98,822	98,289	98,903
2017	95,158	98,880	98,612	99,395	99,854
2018	93,772	97,960	98,876	98,998	98,963
2019	91,901	96,021	96,328	96,388	97,184
2020	76,751	80,172	79,909	81,403	
2021	77,717	84,137	86,209		
2022	71,442	77,123			
2023	76,958				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.007
2012			1.002	1.000
2013		1.003	1.001	1.000
2014	1.032	1.004	1.001	1.000
2015	1.027	1.003	1.001	0.995
2016	1.040	1.004	0.995	1.006
2017	1.039	0.997	1.008	1.005
2018	1.045	1.009	1.001	1.000
2019	1.045	1.003	1.001	1.008
2020	1.045	0.997	1.019	
2021	1.083	1.025		
2022	1.080			
Five Year Average	1.060	1.006	1.005	1.003
Three Year Average	1.069	1.008	1.007	1.004

	Five Year	Three Year
39 to 63 months:	1.008	1.011
27 to 63 months:	1.014	1.019
15 to 63 months:	1.075	1.089

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Medical Payments Paid Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					19,753
2011				20,320	20,397
2012			20,395	20,467	20,481
2013		19,800	20,019	20,098	20,120
2014	17,770	19,790	19,991	20,060	20,084
2015	17,243	18,925	19,256	19,350	19,326
2016	17,601	19,444	19,705	19,747	19,762
2017	16,837	18,535	18,741	18,814	18,911
2018	14,855	16,771	16,965	17,045	17,039
2019	13,978	15,365	15,570	15,600	15,695
2020	11,105	12,351	12,297	12,605	
2021	10,467	11,765	12,130		
2022	8,917	10,310			
2023	10,345				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.004
2012			1.004	1.001
2013		1.011	1.004	1.001
2014	1.114	1.010	1.003	1.001
2015	1.098	1.017	1.005	0.999
2016	1.105	1.013	1.002	1.001
2017	1.101	1.011	1.004	1.005
2018	1.129	1.012	1.005	1.000
2019	1.099	1.013	1.002	1.006
2020	1.112	0.996	1.025	
2021	1.124	1.031		
2022	1.156			
Five Year Average	1.124	1.013	1.008	1.002
Three Year Average	1.131	1.013	1.011	1.004

	Five Year	Three Year
39 to 63 months:	1.010	1.015
27 to 63 months:	1.023	1.028
15 to 63 months:	1.150	1.163

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					40,599
2011				40,997	41,093
2012			42,097	42,237	42,226
2013		42,925	43,153	43,394	43,365
2014	42,653	43,452	44,299	44,362	44,351
2015	44,123	45,823	46,058	46,195	45,838
2016	45,586	45,996	46,084	45,919	45,907
2017	43,787	43,798	43,989	44,139	44,387
2018	42,168	42,505	42,710	42,943	42,811
2019	40,957	41,160	41,369	41,448	41,690
2020	35,586	35,380	35,375	35,799	
2021	36,837	37,226	37,630		
2022	33,778	33,787			
2023	36,668				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.003	1.000
2013		1.005	1.006	0.999
2014	1.019	1.019	1.001	1.000
2015	1.039	1.005	1.003	0.992
2016	1.009	1.002	0.996	1.000
2017	1.000	1.004	1.003	1.006
2018	1.008	1.005	1.005	0.997
2019	1.005	1.005	1.002	1.006
2020	0.994	1.000	1.012	
2021	1.011	1.011		
2022	1.000			
Five Year Average	1.004	1.005	1.004	1.000
Three Year Average	1.002	1.005	1.006	1.003

	Five Year	Three Year
39 to 63 months:	1.004	1.009
27 to 63 months:	1.009	1.014
15 to 63 months:	1.013	1.016

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Property Damage Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					85,736
2011				87,675	88,241
2012			89,833	89,979	89,978
2013		91,208	91,375	91,412	91,423
2014	93,188	94,764	95,091	95,149	95,154
2015	98,944	100,152	100,390	100,484	99,925
2016	96,436	98,580	98,878	98,310	98,923
2017	97,331	99,070	98,684	99,421	99,869
2018	96,159	98,153	98,938	99,050	98,984
2019	94,194	96,221	96,408	96,446	97,194
2020	79,254	80,440	80,000	81,440	
2021	82,039	84,592	86,325		
2022	75,537	77,492			
2023	81,079				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.006
2012			1.002	1.000
2013		1.002	1.000	1.000
2014	1.017	1.003	1.001	1.000
2015	1.012	1.002	1.001	0.994
2016	1.022	1.003	0.994	1.006
2017	1.018	0.996	1.007	1.005
2018	1.021	1.008	1.001	0.999
2019	1.022	1.002	1.000	1.008
2020	1.015	0.995	1.018	
2021	1.031	1.020		
2022	1.026			
Five Year Average	1.023	1.004	1.004	1.002
Three Year Average	1.024	1.006	1.006	1.004

	Five Year	Three Year
39 to 63 months:	1.006	1.010
27 to 63 months:	1.010	1.016
15 to 63 months:	1.033	1.040

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Medical Payments Incurred Claims as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					19,751
2011				20,342	20,409
2012			20,434	20,474	20,490
2013		19,901	20,063	20,111	20,123
2014	19,150	19,895	20,028	20,073	20,090
2015	18,560	19,057	19,301	19,356	19,328
2016	18,737	19,566	19,735	19,760	19,768
2017	17,933	18,622	18,770	18,818	18,916
2018	15,954	16,875	16,997	17,055	17,044
2019	14,846	15,461	15,594	15,616	15,696
2020	11,986	12,430	12,325	12,614	
2021	11,473	11,871	12,159		
2022	9,907	10,376			
2023	11,342				

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.003
2012			1.002	1.001
2013		1.008	1.002	1.001
2014	1.039	1.007	1.002	1.001
2015	1.027	1.013	1.003	0.999
2016	1.044	1.009	1.001	1.000
2017	1.038	1.008	1.003	1.005
2018	1.058	1.007	1.003	0.999
2019	1.041	1.009	1.001	1.005
2020	1.037	0.992	1.023	
2021	1.035	1.024		
2022	1.047			
Five Year Average	1.044	1.008	1.006	1.002
Three Year Average	1.040	1.008	1.009	1.003

	Five Year	Three Year
39 to 63 months:	1.008	1.012
27 to 63 months:	1.016	1.020
15 to 63 months:	1.061	1.061

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Bodily Injury Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			1,227
2013		3,275	1,215
2014	11,966	3,309	1,476
2015	11,725	4,005	1,559
2016	13,518	4,157	1,598
2017	14,248	3,922	1,528
2018	13,576	3,967	1,558
2019	13,092	4,292	1,662
2020	11,822	3,675	1,446
2021	12,974	4,219	1,542
2022	12,019	3,816	
2023	12,730		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.371
2014	0.277	0.446
2015	0.342	0.389
2016	0.308	0.384
2017	0.275	0.390
2018	0.292	0.393
2019	0.328	0.387
2020	0.311	0.393
2021	0.325	0.365
2022	0.317	
Five Year Average	0.315	0.386
Three Year Average	0.318	0.382

	Five Year	Three Year
27 to 39 months:	0.386	0.382
15 to 39 months:	0.122	0.121

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Property Damage Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			39
2013		113	35
2014	1,497	123	40
2015	1,580	126	30
2016	1,759	149	56
2017	2,173	190	72
2018	2,387	193	62
2019	2,293	200	80
2020	2,503	268	91
2021	4,322	455	116
2022	4,095	369	
2023	4,121		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.310
2014	0.082	0.325
2015	0.080	0.238
2016	0.085	0.376
2017	0.087	0.379
2018	0.081	0.321
2019	0.087	0.400
2020	0.107	0.340
2021	0.105	0.255
2022	0.090	
Five Year Average	0.094	0.339
Three Year Average	0.101	0.332

	Five Year	Three Year
27 to 39 months:	0.339	0.332
15 to 39 months:	0.032	0.034

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
CLAIM DEVELOPMENT

All Carriers — Ceded Only

Medical Payments Outstanding Claims as of

Accident Year	15 Months	27 Months	39 Months
2010			
2011			
2012			39
2013		101	44
2014	1,380	105	37
2015	1,317	132	45
2016	1,136	122	30
2017	1,096	87	29
2018	1,099	104	32
2019	868	96	24
2020	881	79	28
2021	1,006	106	29
2022	990	66	
2023	997		

Claim Development Factors

Accident Year	15-27 Mo.	27-39 Mo.
2011		
2012		
2013		0.436
2014	0.076	0.352
2015	0.100	0.341
2016	0.107	0.246
2017	0.079	0.333
2018	0.095	0.308
2019	0.111	0.250
2020	0.090	0.354
2021	0.105	0.274
2022	0.067	
Five Year Average	0.094	0.304
Three Year Average	0.087	0.293

	Five Year	Three Year
27 to 39 months:	0.304	0.293
15 to 39 months:	0.029	0.025

Responses provided in connection with items (3)(i) and (7)(c) are enclosed herewith.

Gary Wierzbicki
Senior Actuary, FCAS

December 2nd, 2024

Dear Karen,

Included below is Allstate's response to the inquiry regarding reserve strengthening and expense cutting initiatives for the Allstate Property & Casualty Insurance Company, Integon Indemnity Corporation, Integon Preferred Insurance Company and Integon General Insurance Corporation Non-Fleet Auto Program in North Carolina.

With respect to 11 N.C.A.C. 10.1104 (3) (i), which states,

> For each of the fifteen largest writers of private passenger automobile insurance in North Carolina, a statement regarding any reserve strengthening or weakening that has occurred in the last five years shall be included.

Allstate reports there have been **no** material changes with regard to case reserving practices for private passenger automobile insurance in the state of North Carolina over the past five years for the listed companies.

With respect to 11 N.C.A.C. 10.1104 (7) (c), which states,

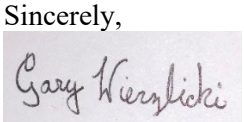
> For each of the ten largest writers of private passenger automobile insurance in North Carolina, statements regarding any expense cutting activities undertaken in the last five years shall be provided.

There have not been any recent expense cutting activities for Allstate Property and Casualty Insurance Company that would create a material change in expected future expense ratios that exceeds typical year-to-year volatility. In the past 5 years, expense reduction activities have been largely offset by additional investments being made in various initiatives such as technology capabilities, acquisitions, and marketing initiatives.

The Integon companies have not undertaken any expense cutting activities during the requested timeframe, however, there has been refinement around allocations within general expenses during 2022. This adjustment was made in order to be more in line and track with our parent company. These adjustments were reflected and discussed during the 2023 IEE submission.

Please contact me if you have any questions or require further details.

Sincerely,



Gary Wierzbicki, FCAS
gwieb@allstate.com

Internal Information

Erie Insurance®

Home Office • 100 Erie Insurance Place • Erie, Pennsylvania 16530 • 814.870.2000
Toll free 1.800.458.0811 • Fax 814.870.3126 • www.erieinsurance.com

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Manager, P/C Actuarial
Enterprise Risk Management
Erie Insurance Group
100 Erie Insurance Place
Erie, Pennsylvania 16530
Telephone: (814) 870-5785
erica.knoll@erieinsurance.com

November 21, 2024

To: Karen Ott
Executive Assistant
North Carolina Rate Bureau
4140 Parklake Avenue
Suite 320
Raleigh, NC 27612
Telephone: (919) 582-1025

RE: PPA RESERVE STRENGTHENING & EXPENSE CUTTING ACTIVITIES

1. RESERVE STRENGTHENING

The Erie Insurance Group began implementing Colossus and the Soft Tissue Evaluation program in 1998-1999 in order to establish more accurate case reserves. We continued with these claims initiatives through 2024.

A new claims administration software system for the Private Passenger Auto line of business was implemented in December, 2016. The software system is termed ERIE Claims Center (ECC). The manner in which claims were recorded and case reserves established changed with the implementation of the new claims system in December, 2016. The changes for the Private Passenger Auto line of business which impacted the establishment of case reserves were eliminated in May, 2017. Generally, there is an observed deterioration in case reserve adequacy that aligns with the implementation of the new claims system in December, 2016.

In mid-October 2022, a predictive model to assist adjusters in establishing case reserves for bodily injury claims was implemented in North Carolina. However, we have not observed a material impact on case reserves in 2024 as claims handlers continue to gain confidence and comfort with the model.

Overall, the criteria used and basis for establishing case reserves for the Private Passenger Auto line of business has not changed materially from the criteria used over the latest five years. The relative adequacy level of case reserves is examined during the quarterly reserve analysis.

Relative case reserve adequacy appears to be deteriorating over the last five years, although the diagnostics became harder to discern during the coronavirus pandemic. We assume relative case reserve adequacy has been deteriorating as paid severity increases strongly in recent years, presumably due to both economic inflation, social inflation, and legal system abuse.

2. EXPENSE CUTTING ACTIVITIES

The Company has incentivized employees to demonstrate a strong expense management mindset and has put in place several initiatives aimed at managing expense levels. One of the cost-cutting activities includes enhancements in claims processes that are expected to provide long-term expense savings, although the ultimate savings are uncertain. Another example includes renegotiating contracts with vendors. These cost-cutting activities are estimated at only approximately 0.5% of annual companywide direct earned premium across all lines of business and are not expected to materially impact the anticipated Private Passenger Auto expense levels in North Carolina. I am not aware of any other expense-cutting activities in the last five years that would be material to the Private Passenger Auto expense levels in North Carolina. The data in the most recent annual statements (2019 through 2023) is most representative of what to expect in the future.

Sincerely,

Erica L. Knoll, FCAS

GEICO

December 4, 2024

Attn: Karen Ott
North Carolina Rate Bureau

The following is in response to the annual request for reserve strengthening and expense cutting activities for the GEICO Employees Insurance Company and GEICO Indemnity Company.

RESERVE STRENGTHENING 11 N.C.A.C. 10.1104 (3)(i) provides:
For each of the fifteen largest writers of private passenger automobile insurance in North Carolina, a statement regarding any reserve strengthening or weakening that has occurred in the last five years shall be included.

The incurred losses in the Rate Bureau's filings are made up of paid losses plus case basis reserves. In order for the Rate Bureau to comply with this regulation, please advise us whether the criteria used by your Company in North Carolina for establishing case basis reserves has changed materially over the latest five years. If these criteria have materially changed over the latest five years, provide us with the details of such changes.

Response: The criteria used for establishing case basis reserves has not changed materially over the last five years.

EXPENSE CUTTING ACTIVITIES 11 N.C.A.C. 10.1104 (7)(c) provides:
For each of ten largest writers of private passenger automobile insurance in North Carolina, statements regarding any expense cutting activities undertaken in the last five years shall be provided."

Expense provisions in the rate level calculations are based upon the historical experience reported by the companies in North Carolina. In order for the Rate Bureau to comply with this regulation, please advise us if your Company has undertaken any expense cutting activities over the last five years on your private passenger non-fleet motor vehicle coverages that would materially impact your anticipated expense levels in North Carolina. If so, please provide us with the details of such activities and your best estimate of the extent to which your historical expense levels either understate or overstate your expected expense levels.

Response: Over the last five years, the GEICO companies experienced reduced advertising and other acquisition expenses in 2022 and 2023 that have begun to rise in 2024 thus far. We anticipate these expenses will continue to increase towards the pre-2022 levels but feel a 5 year average is a good estimate of future expectations.

Monica Grillo
GEICO
Sr. Actuarial Manager

Nationwide®

December 4, 2024

Ms. Karen Ott
North Carolina Rate Bureau
4140 Parklake Ave, Suite 320
Raleigh, NC 27612

Re: 2024 Reserve Strengthening and Expense Cutting

Dear Ms. Ott:

I am providing the following information concerning expense cutting activities and reserve strengthening for Nationwide Mutual Insurance Company and Nationwide Insurance Company of America.

There have not been any material changes in the way case basis reserves are established over the last five years.

Our company has not undertaken any expense cutting activities that would materially impact our anticipated expense levels.

Please contact me if you have any questions.

Sincerely,

Chas Cullen, ACAS, MAAA
Actuary, PC
Nationwide Insurance
cullenc@Nationwide.com
(614) 677-7215

North Carolina
Farm Bureau Insurance Group

Telephone 919.782.1705 - Post Office Box 27427 - Raleigh, NC 27611

November 18, 2024
Attn: Karen Ott
N.C. Rate Bureau
4140 Parklake Ave, Suite 320
Raleigh, NC 27612

RE: NCRB Reserve Strengthening and Expense Cutting Activities Private Passenger Automobile

Ms. Ott,

Please be advised, North Carolina Farm Bureau Mutual Insurance Company has undertaken no material changes in reserve strengthening or expense cutting in the last five years for Private Passenger Automobile business.

Sincerely,

Matt Beamon, ACAS, MAAA
Sr. Executive, Actuarial, Research & Reinsurance
North Carolina Farm Bureau Mutual Ins Co.
5301 Glenwood Ave.
Raleigh, NC 27612

PROGRESSIVE®

11/22/2024

Edwin Lopez, FCAS
Progressive Premier Insurance Co of Illinois
300 North Commons Blvd
Mayfield Village, OH 44143

Karen Ott
North Carolina Rate Bureau
2910 Sumner Boulevard
Raleigh, NC 27616

Attention: Karen Ott

Progressive has not materially changed its process for setting North Carolina Private Passenger Auto Loss and Defense and Cost Containment (DCC) case basis reserves over the past five years. The process for setting North Carolina Adjusting and all Other Expense (AOE) reserves did not materially change in 2024, nor over the past five years.

Sincerely,

Edwin Lopez, FCAS

Edwin Lopez, FCAS
Senior Manager, Corporate Actuarial Department
Progressive Premier Insurance Co of Illinois

PROGRESSIVE®

11/22/2024

Edwin Lopez, FCAS
Progressive Southeastern Insurance Company
300 North Commons Blvd
Mayfield Village, OH 44143

Karen Ott
North Carolina Rate Bureau
2910 Sumner Boulevard
Raleigh, NC 27616

Attention: Karen Ott

Progressive has not materially changed its process for setting North Carolina Private Passenger Auto Loss and Defense and Cost Containment (DCC) case basis reserves over the past five years. The process for setting North Carolina Adjusting and all Other Expense (AOE) reserves did not materially change in 2024, nor over the past five years.

Sincerely,

Edwin Lopez, FCAS

Edwin Lopez, FCAS
Senior Manager, Corporate Actuarial Department
Progressive Southeastern Insurance Company

December 5, 2024

Jeff Clinch, FCAS, MAAA, CPCU
Actuary and Assistant Secretary-Treasurer
One State Farm Plaza, D3
Bloomington, IL 61710
Phone: 309.766.9940
E-mail: jeff.clinch.gfdl@statefarm.com

Ms. Karen Ott
Executive Assistant
North Carolina Rate Bureau
Glenlake One
4140 Parklake Ave.
Raleigh, NC 27612

Dear Ms. Ott:

RE: Reserve Strengthening and Expense Cutting Activities

Your email dated November 13, 2024 requested two items required from the largest writers of liability and physical damage private passenger automobile insurance in North Carolina.

The first item concerned reserves. In response to your question, State Farm has recently strengthened case reserves in two ways, as described below. This change is expected to better align initial case reserves with the expected ultimate payment. This results in loss development initially appearing stronger than what we'll expect in the future. Over time, the loss development patterns will stabilize to a new normal.

1. There was an increase to case outstanding reserves for all claims opened as of January 2023, which affects all coverages; however, claims opened prior to January 2023 are unaffected.
2. A change in reserving practice in January 2023 was established for Bodily Injury.

As such, adjustments should be made to State Farm's loss development data as to not overstate the total ultimate loss.

- For Bodily Injury, adjustments ranging from -10% to -20% when compared to the unadjusted 3-year average are reasonable for the first age-to-age factors, while the remaining age groups would fall in the -2% to 0% range.
- For the remaining coverages, the following adjustments to the first age-to-age factor, compared to the unadjusted 3-year average factors, are reasonable:
    - -10% to -15% for Uninsured Motorist Coverage
    - -1% to -5% for Property Damage Liability and Medical Payments Coverage
    - Adjustments for all other coverages are immaterial as most claims are settled within the first development period

Additionally, a procedural change went into effect April 2023 which impacts incurred counts for Comprehensive coverage, but it does not affect paid claim counts. This causes the latest accident year to have an inflated value for case incurred losses at the first evaluation period. To remedy this, we have been relying on paid data to estimate our ultimate loss for Comprehensive coverage.

The second item concerned expenses. State Farm continues to review every aspect of our company's operation in an effort to further streamline workflow and processes and to invest in technological advances where appropriate while striving to improve the service provided to our customers. We believe that State Farm's recent expense levels are representative of what we expect for 2025, as we do not anticipate a material change.

Sincerely,

Jeff Clinch
Actuary and Assistant Secretary-Treasurer

November 25, 2024

Karen Ott
4140 Parklake Ave
Suite 320
Raleigh, NC 27612

Reference: Inquiry of Reserve Strengthening & Expense Cutting Activities

Ms. Ott:

For both United Services Automobile Association and USAA Casualty Insurance Company, the criteria used by the companies in North Carolina for establishing case basis reserves has not changed materially over the latest five years.

Additionally, for both United Services Automobile Association and USAA Casualty Insurance Company, the companies have not undertaken any expense cutting activities over the last five years on private passenger non-fleet motor vehicle coverages that materially impact anticipated expense levels in North Carolina.

Sincerely,

Billy Cheng, ACAS
Regional Actuary
USAA Auto Pricing

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

4. TRENDING FACTOR DEVELOPMENT AND APPLICATION

(4)(a) See attached exhibits, Section D of RB-1 and pre-filed testimony of P. Ericksen and P. Anderson.

The attached exhibits contain the trend data upon which the Automobile Committee based its trend recommendations to the Governing Committee of the Rate Bureau.

Selected Trend Factors are displayed on pages D-8-D-9.

Uninsured Motorists trend data are displayed on pages E-6-E-7.

Underinsured Motorists trend data are displayed on pages E-13.

.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Bodily Injury

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	4,717,251	451,768,736	33,963	13,302	0.7200
Mar-21	4,738,450	435,668,029	31,464	13,847	0.6640
Jun-21	4,755,590	441,819,418	30,643	14,418	0.6444
Sep-21	4,763,318	459,668,962	31,143	14,760	0.6538
Dec-21	4,769,286	481,324,586	31,984	15,049	0.6706
Mar-22	4,769,260	511,065,216	33,201	15,393	0.6961
Jun-22	4,762,474	531,363,315	34,093	15,586	0.7159
Sep-22	4,752,220	536,857,883	34,116	15,736	0.7179
Dec-22	4,739,907	535,641,373	33,759	15,867	0.7122
Mar-23	4,724,494	537,656,502	33,668	15,969	0.7126
Jun-23	4,698,193	536,669,882	33,366	16,084	0.7102
Sep-23	4,666,036	537,136,228	33,099	16,228	0.7094
Dec-23	4,631,545	540,548,024	33,278	16,243	0.7185
Mar-24	4,593,864	537,443,720	32,867	16,352	0.7155
Jun-24	4,554,393	542,770,909	32,408	16,748	0.7116

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.3%	3.4%	94%	94%
9-points	3.1%	3.2%	98%	98%
12-points	3.9%	4.0%	98%	97%
15-points	5.5%	5.7%	95%	94%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.3%	0.3%	31%	31%
9-points	-0.1%	-0.1%	-21%	-21%
12-points	2.3%	2.3%	70%	70%
15-points	2.0%	2.1%	61%	61%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	4,717,251	494,206,923	115,760	4,269	2.4540
Mar-21	4,738,450	460,970,187	106,739	4,319	2.2526
Jun-21	4,755,590	478,575,921	110,131	4,346	2.3158
Sep-21	4,763,318	501,505,027	109,779	4,568	2.3047
Dec-21	4,769,286	524,956,263	109,595	4,790	2.2979
Mar-22	4,769,260	567,773,875	112,684	5,039	2.3627
Jun-22	4,762,474	606,554,009	114,642	5,291	2.4072
Sep-22	4,752,220	639,147,759	115,358	5,541	2.4275
Dec-22	4,739,907	672,012,218	116,187	5,784	2.4513
Mar-23	4,724,494	695,752,579	116,405	5,977	2.4639
Jun-23	4,698,193	713,201,849	115,925	6,152	2.4674
Sep-23	4,666,036	715,637,839	115,028	6,221	2.4652
Dec-23	4,631,545	715,687,937	114,143	6,270	2.4645
Mar-24	4,593,864	715,842,848	113,407	6,312	2.4687
Jun-24	4,554,393	705,288,942	111,690	6,315	2.4524

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	4.1%	4.2%	92%	92%
9-points	8.6%	9.1%	94%	93%
12-points	11.9%	13.0%	96%	96%
15-points	13.1%	14.2%	98%	97%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.3%	-0.3%	-50%	-50%
9-points	0.9%	0.9%	71%	72%
12-points	2.5%	2.5%	85%	85%
15-points	2.0%	2.1%	72%	72%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Comprehensive

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	3,747,586	294,529,433	185,672	1,586	4.9544
Mar-21	3,766,723	290,230,819	184,597	1,572	4.9007
Jun-21	3,784,985	305,354,199	198,276	1,540	5.2385
Sep-21	3,797,434	307,676,305	200,497	1,535	5.2798
Dec-21	3,809,102	313,665,140	201,828	1,554	5.2986
Mar-22	3,818,110	341,242,129	208,907	1,633	5.4715
Jun-22	3,823,107	358,536,363	211,476	1,695	5.5315
Sep-22	3,825,079	369,526,287	212,597	1,738	5.5580
Dec-22	3,824,459	385,183,166	213,118	1,807	5.5725
Mar-23	3,819,825	395,282,317	212,145	1,863	5.5538
Jun-23	3,804,683	404,729,530	210,027	1,927	5.5202
Sep-23	3,782,655	427,330,022	213,118	2,005	5.6341
Dec-23	3,757,122	437,988,702	214,142	2,045	5.6996
Mar-24	3,727,242	448,104,405	212,737	2,106	5.7076
Jun-24	3,694,324	443,690,561	210,809	2,105	5.7063

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	10.2%	10.8%	98%	97%
9-points	11.8%	12.5%	99%	99%
12-points	12.4%	13.4%	100%	99%
15-points	10.5%	10.8%	96%	97%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	2.8%	2.9%	90%	90%
9-points	1.8%	1.8%	87%	86%
12-points	2.6%	2.7%	92%	91%
15-points	3.9%	4.0%	92%	91%

NORTH CAROLINA
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DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Collision

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	3,509,231	581,410,716	154,212	3,770	4.3945
Mar-21	3,528,999	555,726,334	149,192	3,725	4.2276
Jun-21	3,548,814	627,498,820	161,129	3,894	4.5404
Sep-21	3,563,678	707,799,764	167,360	4,229	4.6963
Dec-21	3,578,067	762,610,800	171,183	4,455	4.7842
Mar-22	3,589,913	836,482,475	176,325	4,744	4.9117
Jun-22	3,597,670	881,803,328	178,399	4,943	4.9587
Sep-22	3,602,324	898,098,324	177,919	5,048	4.9390
Dec-22	3,604,155	920,298,918	176,872	5,203	4.9074
Mar-23	3,602,090	926,169,299	176,465	5,248	4.8990
Jun-23	3,589,992	941,104,693	174,650	5,389	4.8649
Sep-23	3,570,809	940,072,400	173,619	5,415	4.8622
Dec-23	3,547,553	919,404,808	171,817	5,351	4.8433
Mar-24	3,519,272	904,773,819	168,237	5,378	4.7804
Jun-24	3,487,143	868,911,404	163,527	5,314	4.6894

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.5%	0.5%	21%	21%
9-points	3.7%	3.9%	82%	82%
12-points	7.7%	8.3%	89%	88%
15-points	11.1%	12.1%	93%	92%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-3.1%	-3.1%	-92%	-92%
9-points	-2.3%	-2.3%	-94%	-94%
12-points	-0.4%	-0.4%	-18%	-18%
15-points	2.3%	2.4%	58%	58%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (COUNTRYWIDE)

Bodily Injury

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	104,496,350	15,169,497,415	757,070	20,037	0.7245
Mar-21	104,915,528	14,505,027,717	699,834	20,726	0.6670
Jun-21	105,371,573	14,538,588,106	676,392	21,494	0.6419
Sep-21	105,647,502	15,082,198,051	681,309	22,137	0.6449
Dec-21	105,857,037	15,590,381,679	688,609	22,640	0.6505
Mar-22	105,959,416	16,350,016,774	706,449	23,144	0.6667
Jun-22	105,937,236	17,006,648,670	722,360	23,543	0.6819
Sep-22	105,848,984	17,429,578,511	733,155	23,773	0.6926
Dec-22	105,646,433	17,797,671,489	739,446	24,069	0.6999
Mar-23	105,263,075	18,179,090,443	747,337	24,325	0.7100
Jun-23	104,594,105	18,400,702,925	749,402	24,554	0.7165
Sep-23	103,833,207	18,663,984,605	747,797	24,959	0.7202
Dec-23	102,944,951	19,057,266,984	751,566	25,357	0.7301
Mar-24	102,273,186	19,546,694,998	752,805	25,965	0.7361
Jun-24	101,589,419	20,084,585,752	758,005	26,497	0.7461

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	7.0%	7.2%	99%	99%
9-points	5.9%	6.0%	98%	99%
12-points	5.9%	6.1%	99%	99%
15-points	7.1%	7.4%	99%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.9%	4.0%	99%	99%
9-points	4.3%	4.4%	100%	100%
12-points	5.2%	5.4%	99%	99%
15-points	3.3%	3.4%	74%	74%

NORTH CAROLINA
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FASTTRACK (COUNTRYWIDE)

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	146,984,792	16,090,264,017	3,624,724	4,439	2.4661
Mar-21	147,507,879	14,813,091,651	3,267,859	4,533	2.2154
Jun-21	148,184,979	15,057,613,179	3,337,083	4,512	2.2520
Sep-21	148,660,830	15,897,282,854	3,415,166	4,655	2.2973
Dec-21	149,064,827	16,819,862,586	3,488,957	4,821	2.3406
Mar-22	149,377,062	18,289,086,479	3,634,108	5,033	2.4328
Jun-22	149,476,926	19,785,944,974	3,748,660	5,278	2.5079
Sep-22	149,438,012	21,106,429,360	3,831,858	5,508	2.5642
Dec-22	149,231,422	22,326,386,359	3,885,907	5,745	2.6039
Mar-23	148,751,186	23,210,743,528	3,903,560	5,946	2.6242
Jun-23	147,867,781	23,759,277,133	3,892,006	6,105	2.6321
Sep-23	146,862,646	23,886,964,286	3,840,029	6,221	2.6147
Dec-23	145,691,332	23,939,480,100	3,811,592	6,281	2.6162
Mar-24	144,816,835	23,911,042,308	3,782,632	6,321	2.6120
Jun-24	143,894,620	23,824,531,797	3,753,483	6,347	2.6085

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	5.0%	5.2%	95%	95%
9-points	9.1%	9.6%	96%	95%
12-points	11.7%	12.7%	97%	97%
15-points	12.1%	12.8%	98%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.6%	-0.6%	-84%	-85%
9-points	1.4%	1.5%	66%	66%
12-points	4.4%	4.6%	85%	84%
15-points	4.5%	4.7%	84%	83%

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FASTTRACK (COUNTRYWIDE)

Comprehensive

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	123,794,452	11,574,939,132	6,714,752	1,724	5.4241
Mar-21	124,373,676	11,786,633,310	6,699,125	1,759	5.3863
Jun-21	125,152,101	12,506,062,786	7,127,240	1,755	5.6949
Sep-21	125,791,473	13,388,675,943	7,233,146	1,851	5.7501
Dec-21	126,348,674	14,121,424,576	7,388,768	1,911	5.8479
Mar-22	126,810,873	14,992,595,991	7,582,818	1,977	5.9796
Jun-22	127,097,045	15,593,071,379	7,701,248	2,025	6.0593
Sep-22	127,283,834	15,780,279,380	7,763,933	2,033	6.0997
Dec-22	127,355,285	17,070,079,148	7,851,495	2,174	6.1650
Mar-23	127,224,707	18,064,135,001	7,933,362	2,277	6.2357
Jun-23	126,760,554	19,134,193,200	8,027,144	2,384	6.3325
Sep-23	126,124,316	20,406,117,181	8,131,235	2,510	6.4470
Dec-23	125,272,764	20,109,700,631	8,056,172	2,496	6.4309
Mar-24	124,547,558	20,048,445,902	7,965,679	2,517	6.3957
Jun-24	123,697,154	19,891,310,475	7,802,613	2,549	6.3078

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	8.1%	8.6%	90%	89%
9-points	12.9%	13.8%	96%	96%
12-points	12.8%	13.8%	98%	98%
15-points	12.8%	13.5%	99%	99%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	1.0%	1.0%	35%	36%
9-points	2.8%	2.8%	84%	84%
12-points	3.8%	3.9%	93%	93%
15-points	4.9%	5.1%	95%	95%

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PRIVATE PASSENGER AUTOMOBILE INSURANCE
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FASTTRACK (COUNTRYWIDE)

Collision

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	117,405,712	21,634,766,112	5,387,317	4,016	4.5886
Mar-21	117,989,662	21,098,628,815	5,171,022	4,080	4.3826
Jun-21	118,814,616	24,554,001,386	5,646,355	4,349	4.7522
Sep-21	119,532,402	27,375,840,577	5,924,973	4,620	4.9568
Dec-21	120,204,423	29,816,902,749	6,158,485	4,842	5.1233
Mar-22	120,823,669	33,042,792,698	6,398,966	5,164	5.2961
Jun-22	121,296,506	35,214,876,558	6,521,827	5,400	5.3768
Sep-22	121,664,292	36,183,622,245	6,542,540	5,531	5.3775
Dec-22	121,900,661	37,050,404,162	6,539,049	5,666	5.3642
Mar-23	121,909,613	37,581,667,960	6,557,068	5,731	5.3786
Jun-23	121,564,121	37,740,883,203	6,524,061	5,785	5.3668
Sep-23	121,039,738	37,617,922,275	6,475,239	5,810	5.3497
Dec-23	120,318,037	37,105,984,597	6,409,815	5,789	5.3274
Mar-24	119,737,337	36,311,475,301	6,303,357	5,761	5.2643
Jun-24	119,099,937	35,157,745,107	6,152,953	5,714	5.1662

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.4%	-0.4%	-26%	-26%
9-points	2.7%	2.7%	76%	76%
12-points	7.0%	7.6%	86%	86%
15-points	10.6%	11.6%	92%	91%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-3.0%	-3.0%	-92%	-92%
9-points	-1.6%	-1.6%	-82%	-82%
12-points	1.0%	1.0%	35%	35%
15-points	4.1%	4.3%	73%	73%

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DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Bodily Injury (Basic Limit)

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	7,999,500	810,249,263	102,268	$7,923	1.2784
Dec-18	8,015,349	808,072,641	101,397	7,969	1.2650
Mar-19	8,049,195	810,281,806	100,734	8,044	1.2515
Jun-19	8,065,299	819,772,110	100,740	8,138	1.2491
Sep-19	8,111,343	832,154,155	101,100	8,231	1.2464
Dec-19	8,157,889	843,489,082	101,429	8,316	1.2433
Mar-20	8,218,247	856,720,013	102,077	8,393	1.2421
Jun-20	8,319,856	840,933,061	98,247	8,559	1.1809
Sep-20	8,367,885	817,747,092	94,217	8,679	1.1259
Dec-20	8,402,643	784,127,826	89,294	8,781	1.0627
Mar-21	8,411,003	748,386,035	83,857	8,925	0.9970
Jun-21	8,436,057	744,114,360	82,329	9,038	0.9759
Sep-21	8,486,302	756,456,783	81,684	9,261	0.9625
Dec-21	8,613,371	783,741,611	83,243	9,415	0.9664
Mar-22	8,809,089	815,307,089	85,193	9,570	0.9671
Jun-22	8,906,681	835,998,387	87,066	9,602	0.9775
Sep-22	8,908,177	847,396,855	88,275	9,600	0.9909
Dec-22	8,840,326	847,070,591	88,087	9,616	0.9964
Mar-23	8,714,231	849,702,166	87,831	9,674	1.0079
Jun-23	8,652,031	859,379,946	87,397	9,833	1.0101
Sep-23	8,682,165	865,558,529	87,527	9,889	1.0081
Dec-23	8,717,292	880,458,056	88,328	9,968	1.0133
Mar-24	8,771,721	889,692,718	88,456	10,058	1.0084
Jun-24	8,783,094	895,614,118	89,080	10,054	1.0142

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.1%	3.1%	97%	96%
9-points	2.8%	2.8%	97%	97%
12-points	2.8%	2.8%	98%	98%
15-points	3.7%	3.7%	97%	97%
24-points	4.5%	4.7%	99%	99%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.4%	0.4%	61%	61%
9-points	1.6%	1.6%	87%	87%
12-points	2.1%	2.1%	94%	94%
15-points	0.5%	0.5%	20%	22%
24-points	-5.2%	-5.0%	-83%	-83%

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LIABILITY

Bodily Injury (Total Limits)

YEAR ENDED	(2) PAID LOSSES	(3) PAID CLAIMS	(4) PAID CLAIM COST (2)/(3)
Sep-18	962,215,804	102,268	$9,409
Dec-18	961,973,922	101,397	9,487
Mar-19	965,702,702	100,734	9,587
Jun-19	977,258,280	100,740	9,701
Sep-19	996,101,999	101,100	9,853
Dec-19	1,013,946,179	101,429	9,997
Mar-20	1,028,209,263	102,077	10,073
Jun-20	1,010,467,637	98,247	10,285
Sep-20	986,749,256	94,217	10,473
Dec-20	947,676,948	89,294	10,613
Mar-21	914,003,710	83,857	10,900
Jun-21	918,008,407	82,329	11,150
Sep-21	937,044,352	81,684	11,472
Dec-21	975,347,425	83,243	11,717
Mar-22	1,016,164,004	85,193	11,928
Jun-22	1,042,843,812	87,066	11,978
Sep-22	1,057,656,781	88,275	11,981
Dec-22	1,059,098,332	88,087	12,023
Mar-23	1,064,039,464	87,831	12,115
Jun-23	1,081,089,968	87,397	12,370
Sep-23	1,091,820,458	87,527	12,474
Dec-23	1,111,232,360	88,328	12,581
Mar-24	1,120,388,198	88,456	12,666
Jun-24	1,126,081,939	89,080	12,641

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.3%	3.4%	93%	93%
9-points	3.4%	3.4%	97%	97%
12-points	3.4%	3.5%	98%	98%
15-points	4.6%	4.8%	96%	96%
24-points	5.7%	6.0%	99%	99%

FREQUENCY

Frequency trend selections for Bodily Injury (Basic Limit) are used for Bodily Injury (Total Limits)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Property Damage

	(1)	(2)	(3)	(4) (2)/(3)	(5) (3)/(1) x 100
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	7,999,500	973,946,527	295,548	$3,295	3.6946
Dec-18	8,015,349	981,219,405	298,157	3,291	3.7198
Mar-19	8,049,195	1,008,370,208	302,008	3,339	3.7520
Jun-19	8,065,299	1,026,848,428	304,263	3,375	3.7725
Sep-19	8,111,343	1,062,695,794	309,241	3,436	3.8125
Dec-19	8,157,889	1,089,575,547	312,065	3,492	3.8253
Mar-20	8,218,247	1,109,846,578	311,964	3,558	3.7960
Jun-20	8,319,856	1,056,353,836	288,339	3,664	3.4657
Sep-20	8,367,885	1,004,578,278	273,817	3,669	3.2722
Dec-20	8,402,643	955,677,511	256,259	3,729	3.0497
Mar-21	8,411,003	900,710,927	235,579	3,823	2.8008
Jun-21	8,436,057	934,034,073	241,793	3,863	2.8662
Sep-21	8,486,302	979,293,627	239,567	4,088	2.8230
Dec-21	8,613,371	1,033,352,611	240,845	4,291	2.7962
Mar-22	8,809,089	1,107,884,501	247,514	4,476	2.8098
Jun-22	8,906,681	1,181,483,685	253,582	4,659	2.8471
Sep-22	8,908,177	1,253,578,884	258,812	4,844	2.9053
Dec-22	8,840,326	1,315,430,766	262,391	5,013	2.9681
Mar-23	8,714,231	1,378,880,094	266,773	5,169	3.0613
Jun-23	8,652,031	1,427,196,738	267,822	5,329	3.0955
Sep-23	8,682,165	1,448,697,104	267,723	5,411	3.0836
Dec-23	8,717,292	1,467,723,266	268,149	5,474	3.0761
Mar-24	8,771,721	1,478,096,359	268,179	5,512	3.0573
Jun-24	8,783,094	1,474,335,506	268,535	5,490	3.0574

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	4.7%	4.8%	91%	91%
9-points	8.4%	8.8%	95%	95%
12-points	10.9%	11.8%	97%	97%
15-points	12.4%	13.4%	98%	98%
24-points	10.7%	11.2%	98%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.5%	-0.5%	-48%	-48%
9-points	3.4%	3.5%	79%	79%
12-points	4.1%	4.2%	90%	90%
15-points	2.5%	2.6%	69%	69%
24-points	-5.0%	-4.7%	-73%	-72%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Medical Payments

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	5,402,323	99,572,341	59,012	$1,687	1.0923
Dec-18	5,390,133	98,031,480	57,639	1,701	1.0693
Mar-19	5,390,934	96,749,765	55,909	1,730	1.0371
Jun-19	5,384,555	97,191,279	55,415	1,754	1.0291
Sep-19	5,396,698	98,842,430	56,059	1,763	1.0388
Dec-19	5,408,952	99,263,186	56,181	1,767	1.0387
Mar-20	5,439,968	99,778,112	56,224	1,775	1.0335
Jun-20	5,494,382	95,229,377	52,532	1,813	0.9561
Sep-20	5,506,529	88,941,498	48,710	1,826	0.8846
Dec-20	5,511,254	85,557,947	45,925	1,863	0.8333
Mar-21	5,482,516	80,433,929	42,850	1,877	0.7816
Jun-21	5,457,064	79,946,495	42,413	1,885	0.7772
Sep-21	5,461,032	80,938,695	42,284	1,914	0.7743
Dec-21	5,500,430	80,137,712	42,144	1,902	0.7662
Mar-22	5,571,628	79,995,257	41,778	1,915	0.7498
Jun-22	5,620,335	79,937,253	42,073	1,900	0.7486
Sep-22	5,635,977	78,839,916	42,380	1,860	0.7520
Dec-22	5,624,066	78,736,926	42,255	1,863	0.7513
Mar-23	5,599,988	79,392,681	42,889	1,851	0.7659
Jun-23	5,585,741	80,763,241	43,548	1,855	0.7796
Sep-23	5,602,824	83,064,674	44,496	1,867	0.7942
Dec-23	5,621,900	84,359,740	45,763	1,843	0.8140
Mar-24	5,649,838	85,137,746	46,527	1,830	0.8235
Jun-24	5,646,547	84,464,987	46,388	1,821	0.8215

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-1.5%	-1.5%	-79%	-79%
9-points	-1.5%	-1.5%	-86%	-86%
12-points	-1.8%	-1.8%	-93%	-93%
15-points	-1.0%	-1.0%	-71%	-71%
24-points	1.4%	1.4%	68%	69%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	6.1%	6.4%	97%	97%
9-points	5.7%	5.8%	97%	97%
12-points	3.3%	3.3%	80%	80%
15-points	0.9%	0.9%	28%	28%
24-points	-6.7%	-6.2%	-82%	-81%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

All Deductibles

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	797,746	11,403,843	20,418	$559	2.5595
Dec-18	811,063	11,761,978	21,465	548	2.6465
Mar-19	814,435	12,353,305	22,339	553	2.7429
Jun-19	819,694	12,784,430	23,655	540	2.8858
Sep-19	831,578	13,339,757	24,347	548	2.9278
Dec-19	857,609	14,001,331	24,616	569	2.8703
Mar-20	872,687	14,031,054	24,720	568	2.8326
Jun-20	885,118	13,847,033	22,878	605	2.5847
Sep-20	890,716	13,716,310	22,579	607	2.5349
Dec-20	883,953	13,815,257	22,357	618	2.5292
Mar-21	892,222	14,454,853	22,402	645	2.5108
Jun-21	898,392	15,613,735	24,681	633	2.7472
Sep-21	901,518	17,081,950	25,032	682	2.7767
Dec-21	899,872	18,169,558	26,051	697	2.8950
Mar-22	897,624	18,742,388	26,848	698	2.9910
Jun-22	897,550	19,506,288	27,435	711	3.0567
Sep-22	899,149	20,660,160	28,102	735	3.1254
Dec-22	905,444	20,890,837	28,137	742	3.1075
Mar-23	909,835	21,883,696	28,509	768	3.1334
Jun-23	916,003	24,059,992	29,042	828	3.1705
Sep-23	922,327	25,579,285	29,666	862	3.2164
Dec-23	932,228	27,521,941	30,518	902	3.2737
Mar-24	952,345	28,526,631	30,211	944	3.1723
Jun-24	956,746	27,887,640	30,136	925	3.1498

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	15.4%	16.9%	95%	95%
9-points	15.6%	16.6%	98%	98%
12-points	13.1%	13.8%	97%	97%
15-points	12.6%	13.0%	97%	98%
24-points	10.1%	10.4%	96%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.5%	0.5%	15%	15%
9-points	2.0%	2.0%	67%	68%
12-points	4.3%	4.5%	86%	85%
15-points	6.7%	7.1%	91%	90%
24-points	3.8%	3.8%	78%	76%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

Full Coverage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	167,398	3,509,450	7,105	$494	4.2444
Dec-18	169,599	3,578,889	7,281	492	4.2931
Mar-19	170,451	3,723,567	7,507	496	4.4042
Jun-19	171,440	3,887,551	7,793	499	4.5456
Sep-19	173,090	4,060,173	7,927	512	4.5797
Dec-19	174,755	4,182,700	7,916	528	4.5298
Mar-20	177,122	4,169,683	7,886	529	4.4523
Jun-20	178,391	3,946,339	7,149	552	4.0075
Sep-20	179,457	3,791,349	6,830	555	3.8059
Dec-20	180,616	3,920,572	6,728	583	3.7250
Mar-21	181,696	4,041,453	6,644	608	3.6567
Jun-21	183,243	4,354,006	7,378	590	4.0263
Sep-21	183,702	4,499,170	7,454	604	4.0577
Dec-21	183,675	4,572,013	7,746	590	4.2172
Mar-22	183,492	4,830,152	8,032	601	4.3773
Jun-22	183,228	5,079,125	8,120	626	4.4316
Sep-22	183,117	5,358,884	8,233	651	4.4960
Dec-22	183,454	5,509,756	8,064	683	4.3957
Mar-23	183,765	5,399,891	7,894	684	4.2957
Jun-23	184,443	5,558,070	7,926	701	4.2973
Sep-23	185,855	5,916,368	8,008	739	4.3087
Dec-23	187,625	6,158,532	8,260	746	4.4024
Mar-24	191,342	6,209,525	8,184	759	4.2772
Jun-24	192,371	6,149,775	8,102	759	4.2117

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	8.7%	9.2%	94%	94%
9-points	9.9%	10.4%	98%	97%
12-points	10.2%	10.8%	98%	98%
15-points	8.8%	9.0%	96%	96%
24-points	8.2%	8.5%	98%	99%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-1.0%	-1.0%	-34%	-34%
9-points	-2.3%	-2.3%	-77%	-77%
12-points	0.4%	0.4%	12%	13%
15-points	3.4%	3.6%	65%	65%
24-points	0.0%	0.1%	1%	2%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$50 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	21,723	344,163	931	$370	4.2858
Dec-18	21,859	337,528	939	359	4.2957
Mar-19	21,875	352,465	890	396	4.0686
Jun-19	21,536	339,524	850	399	3.9469
Sep-19	21,137	328,541	805	408	3.8085
Dec-19	20,438	331,886	769	432	3.7626
Mar-20	19,651	334,012	787	424	4.0049
Jun-20	18,816	320,720	699	459	3.7149
Sep-20	18,126	325,317	694	469	3.8288
Dec-20	17,821	317,136	677	468	3.7989
Mar-21	17,334	293,741	647	454	3.7325
Jun-21	16,803	333,998	687	486	4.0886
Sep-21	16,990	373,241	696	536	4.0965
Dec-21	16,832	385,226	717	537	4.2597
Mar-22	16,814	397,433	716	555	4.2584
Jun-22	16,493	369,451	741	499	4.4928
Sep-22	16,297	387,613	715	542	4.3873
Dec-22	16,192	362,074	691	524	4.2675
Mar-23	16,107	363,135	717	506	4.4515
Jun-23	16,584	380,068	679	560	4.0943
Sep-23	16,184	369,302	666	555	4.1152
Dec-23	15,962	445,455	670	665	4.1975
Mar-24	15,907	459,080	616	745	3.8725
Jun-24	15,384	450,049	610	738	3.9652

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	33.2%	39.7%	96%	96%
9-points	21.9%	22.9%	89%	90%
12-points	12.5%	12.3%	76%	76%
15-points	12.0%	11.9%	82%	84%
24-points	10.5%	10.8%	91%	94%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-8.4%	-8.0%	-80%	-80%
9-points	-6.5%	-6.4%	-88%	-88%
12-points	-2.6%	-2.7%	-53%	-54%
15-points	0.8%	0.8%	16%	17%
24-points	0.8%	0.9%	26%	26%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$100 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	207,018	3,344,096	6,933	$482	3.3490
Dec-18	209,321	3,492,542	7,404	472	3.5372
Mar-19	208,775	3,519,053	7,550	466	3.6163
Jun-19	207,192	3,554,619	7,912	449	3.8187
Sep-19	207,259	3,754,232	8,085	464	3.9009
Dec-19	208,303	3,742,970	8,065	464	3.8718
Mar-20	210,122	3,754,454	8,044	467	3.8283
Jun-20	213,570	3,769,168	7,501	502	3.5122
Sep-20	215,773	3,638,497	7,339	496	3.4013
Dec-20	217,430	3,688,564	7,244	509	3.3316
Mar-21	220,054	3,836,770	7,275	527	3.3060
Jun-21	221,397	4,080,777	7,950	513	3.5908
Sep-21	220,070	4,341,844	7,936	547	3.6061
Dec-21	218,334	4,578,421	8,217	557	3.7635
Mar-22	216,287	4,681,161	8,381	559	3.8749
Jun-22	215,938	4,888,478	8,443	579	3.9099
Sep-22	216,765	5,322,021	8,765	607	4.0435
Dec-22	218,439	5,580,616	8,856	630	4.0542
Mar-23	219,743	5,660,254	8,934	634	4.0657
Jun-23	220,091	6,091,170	9,135	667	4.1506
Sep-23	222,401	6,640,695	9,272	716	4.1690
Dec-23	225,096	6,895,702	9,421	732	4.1853
Mar-24	229,812	7,513,737	9,469	794	4.1203
Jun-24	232,534	7,419,672	9,561	776	4.1117

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	17.6%	19.5%	96%	96%
9-points	16.3%	17.3%	98%	98%
12-points	14.5%	15.5%	98%	98%
15-points	13.5%	14.0%	97%	98%
24-points	9.8%	10.0%	94%	95%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.4%	0.4%	19%	19%
9-points	2.3%	2.3%	76%	76%
12-points	4.4%	4.6%	88%	88%
15-points	6.4%	6.7%	92%	91%
24-points	3.1%	3.1%	72%	71%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$250 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	117,415	1,621,432	2,472	$656	2.1054
Dec-18	118,581	1,606,184	2,616	614	2.2061
Mar-19	117,509	1,663,299	2,809	592	2.3905
Jun-19	116,276	1,716,654	3,062	561	2.6334
Sep-19	116,516	1,650,037	3,249	508	2.7885
Dec-19	117,312	1,786,510	3,274	546	2.7908
Mar-20	118,678	1,798,971	3,272	550	2.7570
Jun-20	121,217	1,777,968	3,074	578	2.5359
Sep-20	122,860	1,813,592	3,096	586	2.5199
Dec-20	124,448	1,776,429	3,116	570	2.5039
Mar-21	125,798	1,864,778	3,180	586	2.5279
Jun-21	124,911	2,023,277	3,451	586	2.7628
Sep-21	123,592	2,213,395	3,413	649	2.7615
Dec-21	121,595	2,390,470	3,548	674	2.9179
Mar-22	119,824	2,493,616	3,692	675	3.0812
Jun-22	119,766	2,584,222	3,820	676	3.1896
Sep-22	119,930	2,657,522	3,951	673	3.2944
Dec-22	120,137	2,631,170	3,979	661	3.3121
Mar-23	120,245	2,784,394	4,065	685	3.3806
Jun-23	119,923	3,098,878	4,109	754	3.4264
Sep-23	119,876	3,174,891	4,161	763	3.4711
Dec-23	120,724	3,227,149	4,240	761	3.5121
Mar-24	122,726	3,382,845	4,090	827	3.3326
Jun-24	123,147	3,327,724	4,074	817	3.3082

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	13.1%	14.1%	92%	91%
9-points	12.0%	12.5%	94%	94%
12-points	8.8%	9.1%	91%	91%
15-points	10.0%	10.3%	95%	95%
24-points	6.4%	6.4%	84%	83%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-2.0%	-2.0%	-41%	-41%
9-points	2.1%	2.2%	49%	50%
12-points	6.3%	6.7%	82%	81%
15-points	8.9%	9.6%	91%	90%
24-points	7.6%	8.0%	92%	91%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$500 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	245,531	2,359,115	2,594	$909	1.0565
Dec-18	251,327	2,518,881	2,809	897	1.1177
Mar-19	254,115	2,705,374	3,126	865	1.2302
Jun-19	258,450	2,800,389	3,475	806	1.3446
Sep-19	260,126	2,993,456	3,683	813	1.4159
Dec-19	275,677	3,319,516	3,953	840	1.4339
Mar-20	277,490	3,339,372	4,055	824	1.4613
Jun-20	281,082	3,399,968	3,809	893	1.3551
Sep-20	287,216	3,479,867	3,911	890	1.3617
Dec-20	280,924	3,324,249	3,851	863	1.3708
Mar-21	288,729	3,522,938	3,920	899	1.3577
Jun-21	292,971	3,768,142	4,399	857	1.5015
Sep-21	291,192	4,406,019	4,691	939	1.6110
Dec-21	286,860	4,862,689	4,937	985	1.7210
Mar-22	282,580	5,025,855	5,069	991	1.7938
Jun-22	276,707	5,386,971	5,358	1,005	1.9363
Sep-22	275,999	5,509,272	5,485	1,004	1.9873
Dec-22	277,422	5,500,164	5,592	984	2.0157
Mar-23	278,310	6,012,703	5,932	1,014	2.1314
Jun-23	279,317	6,752,686	6,135	1,101	2.1964
Sep-23	281,692	7,251,219	6,452	1,124	2.2904
Dec-23	285,209	8,206,671	6,772	1,212	2.3744
Mar-24	291,938	8,445,837	6,724	1,256	2.3032
Jun-24	294,494	8,314,113	6,740	1,234	2.2887

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	16.3%	18.1%	95%	95%
9-points	13.7%	14.4%	94%	94%
12-points	10.6%	11.0%	93%	93%
15-points	10.7%	11.0%	95%	96%
24-points	6.9%	6.8%	88%	89%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	6.0%	6.3%	74%	74%
9-points	10.1%	10.6%	93%	93%
12-points	13.1%	14.4%	97%	96%
15-points	16.2%	18.0%	98%	97%
24-points	13.4%	14.5%	96%	97%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$1,000 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	38,661	225,587	383	$589	0.9907
Dec-18	40,376	227,954	416	548	1.0303
Mar-19	41,710	389,547	457	852	1.0957
Jun-19	44,800	485,693	563	863	1.2567
Sep-19	53,450	553,318	598	925	1.1188
Dec-19	61,124	637,749	639	998	1.0454
Mar-20	69,624	634,562	676	939	0.9709
Jun-20	72,042	632,870	646	980	0.8967
Sep-20	67,284	667,688	709	942	1.0537
Dec-20	62,714	788,307	741	1,064	1.1816
Mar-21	58,611	895,173	736	1,216	1.2557
Jun-21	59,067	1,053,535	816	1,291	1.3815
Sep-21	65,972	1,248,281	842	1,483	1.2763
Dec-21	72,576	1,380,739	886	1,558	1.2208
Mar-22	78,627	1,314,171	958	1,372	1.2184
Jun-22	85,418	1,198,041	953	1,257	1.1157
Sep-22	87,041	1,424,848	953	1,495	1.0949
Dec-22	89,800	1,307,057	955	1,369	1.0635
Mar-23	91,665	1,663,319	967	1,720	1.0549
Jun-23	95,645	2,179,120	1,058	2,060	1.1062
Sep-23	96,319	2,226,810	1,107	2,012	1.1493
Dec-23	97,612	2,588,432	1,155	2,241	1.1833
Mar-24	100,620	2,515,607	1,128	2,230	1.1210
Jun-24	98,816	2,226,307	1,049	2,122	1.0616

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	15.2%	17.3%	77%	77%
9-points	29.0%	34.4%	92%	91%
12-points	20.0%	21.9%	86%	84%
15-points	20.3%	21.8%	91%	91%
24-points	20.4%	23.8%	95%	96%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	1.1%	1.2%	12%	12%
9-points	1.2%	1.1%	21%	20%
12-points	-4.1%	-3.9%	-58%	-57%
15-points	-4.7%	-4.5%	-67%	-67%
24-points	1.0%	1.1%	18%	20%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

All Deductibles

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	5,424,582	988,229,139	281,467	$3,511	5.1887
Dec-18	5,446,259	1,022,045,565	286,257	3,570	5.2560
Mar-19	5,477,415	1,056,263,858	288,612	3,660	5.2691
Jun-19	5,504,449	1,079,457,412	290,347	3,718	5.2748
Sep-19	5,545,855	1,101,753,931	296,093	3,721	5.3390
Dec-19	5,583,882	1,111,969,215	296,730	3,747	5.3140
Mar-20	5,642,174	1,118,544,641	294,833	3,794	5.2255
Jun-20	5,704,026	1,028,480,282	272,598	3,773	4.7790
Sep-20	5,744,064	988,468,964	260,726	3,791	4.5391
Dec-20	5,782,654	968,515,871	249,549	3,881	4.3155
Mar-21	5,804,335	957,482,998	243,757	3,928	4.1996
Jun-21	5,834,575	1,092,520,182	259,175	4,215	4.4421
Sep-21	5,886,659	1,222,772,697	265,384	4,608	4.5082
Dec-21	5,997,011	1,333,629,856	272,051	4,902	4.5364
Mar-22	6,144,675	1,438,988,618	276,429	5,206	4.4987
Jun-22	6,235,771	1,504,998,814	284,647	5,287	4.5647
Sep-22	6,246,399	1,545,517,077	290,232	5,325	4.6464
Dec-22	6,202,076	1,579,883,734	290,671	5,435	4.6867
Mar-23	6,103,707	1,605,505,176	292,832	5,483	4.7976
Jun-23	6,054,854	1,639,687,231	291,028	5,634	4.8065
Sep-23	6,069,097	1,652,322,106	287,760	5,742	4.7414
Dec-23	6,084,089	1,642,711,271	286,707	5,730	4.7124
Mar-24	6,119,808	1,627,792,686	282,559	5,761	4.6171
Jun-24	6,122,741	1,585,434,490	276,364	5,737	4.5137

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.3%	3.4%	82%	82%
9-points	4.8%	4.9%	95%	95%
12-points	7.0%	7.4%	94%	92%
15-points	11.0%	12.1%	94%	92%
24-points	10.4%	11.0%	96%	96%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-4.9%	-4.8%	-95%	-95%
9-points	-0.4%	-0.4%	-13%	-14%
12-points	1.1%	1.1%	42%	42%
15-points	2.4%	2.5%	72%	72%
24-points	-2.5%	-2.4%	-60%	-59%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$50 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	42,300	12,201,750	4,281	$2,850	10.1206
Dec-18	42,496	11,773,746	4,333	2,717	10.1963
Mar-19	42,919	12,667,899	4,380	2,892	10.2053
Jun-19	43,573	12,804,692	4,342	2,949	9.9649
Sep-19	44,033	13,035,265	4,409	2,957	10.0129
Dec-19	44,505	13,110,821	4,392	2,985	9.8686
Mar-20	44,875	12,361,638	4,252	2,907	9.4752
Jun-20	45,198	11,509,103	4,080	2,821	9.0269
Sep-20	45,786	11,095,130	3,837	2,892	8.3803
Dec-20	46,328	11,363,259	3,690	3,079	7.9649
Mar-21	47,009	11,266,099	3,549	3,174	7.5496
Jun-21	47,651	12,225,377	3,563	3,431	7.4773
Sep-21	48,125	12,014,606	3,277	3,666	6.8094
Dec-21	49,323	11,800,676	2,998	3,936	6.0783
Mar-22	51,058	12,053,605	2,717	4,436	5.3214
Jun-22	52,102	12,061,523	2,567	4,699	4.9269
Sep-22	52,537	12,934,525	2,731	4,736	5.1982
Dec-22	52,234	12,602,481	2,749	4,584	5.2629
Mar-23	51,130	12,960,154	2,852	4,544	5.5779
Jun-23	50,465	13,764,038	2,892	4,759	5.7307
Sep-23	50,329	14,189,750	2,843	4,991	5.6488
Dec-23	50,033	14,657,963	2,885	5,081	5.7662
Mar-24	49,795	13,851,791	2,849	4,862	5.7215
Jun-24	49,141	13,304,602	2,761	4,819	5.6185

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	4.2%	4.4%	51%	51%
9-points	3.2%	3.2%	60%	60%
12-points	8.2%	9.0%	82%	81%
15-points	12.9%	14.5%	91%	90%
24-points	12.5%	13.4%	94%	94%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.6%	0.6%	21%	22%
9-points	6.6%	7.0%	84%	84%
12-points	-1.9%	-1.5%	-20%	-16%
15-points	-9.5%	-8.4%	-69%	-66%
24-points	-14.0%	-13.0%	-93%	-92%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$100 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	227,005	35,893,878	12,676	$2,832	5.5840
Dec-18	224,049	37,068,786	12,813	2,893	5.7188
Mar-19	222,087	37,842,188	12,814	2,953	5.7698
Jun-19	220,451	37,965,269	12,671	2,996	5.7478
Sep-19	218,086	38,611,028	12,665	3,049	5.8073
Dec-19	215,709	38,408,277	12,465	3,081	5.7786
Mar-20	214,043	38,062,990	12,549	3,033	5.8628
Jun-20	212,612	34,796,976	11,672	2,981	5.4898
Sep-20	212,301	33,022,214	11,401	2,896	5.3702
Dec-20	212,315	31,702,628	10,873	2,916	5.1212
Mar-21	211,420	31,411,055	10,259	3,062	4.8524
Jun-21	210,490	36,207,677	10,853	3,336	5.1561
Sep-21	210,422	41,248,399	10,940	3,770	5.1991
Dec-21	211,758	44,397,350	11,149	3,982	5.2650
Mar-22	213,323	47,996,152	11,326	4,238	5.3093
Jun-22	213,287	49,254,318	11,529	4,272	5.4054
Sep-22	210,521	49,309,023	11,546	4,271	5.4845
Dec-22	206,188	50,896,173	11,569	4,399	5.6109
Mar-23	200,917	49,832,904	11,499	4,334	5.7233
Jun-23	197,119	50,824,696	11,256	4,515	5.7103
Sep-23	194,963	49,645,427	10,937	4,539	5.6098
Dec-23	192,599	48,299,592	10,633	4,542	5.5208
Mar-24	190,734	47,653,432	10,298	4,627	5.3991
Jun-24	187,580	45,020,313	9,821	4,584	5.2356

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	4.0%	4.1%	84%	84%
9-points	4.2%	4.3%	94%	94%
12-points	6.1%	6.4%	92%	92%
15-points	11.4%	12.7%	91%	89%
24-points	10.3%	10.9%	94%	94%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-7.1%	-6.9%	-97%	-97%
9-points	-1.5%	-1.5%	-35%	-36%
12-points	1.3%	1.3%	34%	34%
15-points	2.6%	2.7%	65%	65%
24-points	-0.8%	-0.8%	-29%	-27%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$200 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	36,574	6,335,809	2,105	$3,010	5.7555
Dec-18	36,284	6,486,464	2,130	3,045	5.8704
Mar-19	36,024	6,899,668	2,158	3,197	5.9905
Jun-19	35,823	6,860,232	2,129	3,222	5.9431
Sep-19	35,578	6,825,743	2,148	3,178	6.0374
Dec-19	35,252	6,968,572	2,117	3,292	6.0053
Mar-20	35,057	6,715,038	2,071	3,242	5.9075
Jun-20	34,789	5,888,263	1,838	3,204	5.2833
Sep-20	34,469	5,581,244	1,715	3,254	4.9755
Dec-20	34,166	4,815,561	1,566	3,075	4.5835
Mar-21	33,786	5,117,165	1,597	3,204	4.7268
Jun-21	33,451	6,202,271	1,786	3,473	5.3392
Sep-21	33,304	6,601,955	1,775	3,719	5.3297
Dec-21	33,688	7,212,335	1,777	4,059	5.2749
Mar-22	34,464	7,127,909	1,670	4,268	4.8456
Jun-22	34,727	7,330,549	1,622	4,519	4.6707
Sep-22	34,296	7,713,512	1,665	4,633	4.8548
Dec-22	33,382	7,859,479	1,646	4,775	4.9308
Mar-23	31,966	7,900,129	1,629	4,850	5.0960
Jun-23	31,039	7,803,902	1,643	4,750	5.2933
Sep-23	30,707	7,515,256	1,596	4,709	5.1975
Dec-23	30,361	7,286,516	1,591	4,580	5.2403
Mar-24	30,079	7,178,855	1,543	4,653	5.1298
Jun-24	29,513	6,980,152	1,459	4,784	4.9436

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-1.8%	-1.8%	-42%	-41%
9-points	0.8%	0.9%	25%	26%
12-points	6.4%	6.9%	76%	76%
15-points	11.4%	12.8%	88%	87%
24-points	9.8%	10.3%	93%	93%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-2.7%	-2.7%	-52%	-52%
9-points	3.5%	3.6%	59%	60%
12-points	0.4%	0.4%	8%	9%
15-points	1.3%	1.4%	30%	31%
24-points	-3.2%	-3.1%	-65%	-63%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$250 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	1,466,906	235,951,254	75,192	$3,138	5.1259
Dec-18	1,452,995	239,777,084	75,306	3,184	5.1828
Mar-19	1,441,172	242,521,982	74,502	3,255	5.1695
Jun-19	1,428,482	243,452,331	73,254	3,323	5.1281
Sep-19	1,419,083	244,257,084	73,356	3,330	5.1693
Dec-19	1,408,597	240,927,665	72,372	3,329	5.1379
Mar-20	1,404,487	239,357,863	71,064	3,368	5.0598
Jun-20	1,400,751	218,036,518	65,348	3,337	4.6652
Sep-20	1,393,882	205,369,532	61,533	3,338	4.4145
Dec-20	1,389,100	197,909,488	58,164	3,403	4.1872
Mar-21	1,379,523	190,795,089	55,809	3,419	4.0455
Jun-21	1,371,241	213,930,743	58,380	3,664	4.2575
Sep-21	1,367,368	233,463,797	58,882	3,965	4.3062
Dec-21	1,373,247	253,590,295	60,072	4,221	4.3744
Mar-22	1,388,025	270,855,689	60,508	4,476	4.3593
Jun-22	1,400,741	280,630,041	61,390	4,571	4.3827
Sep-22	1,402,762	288,208,839	62,493	4,612	4.4550
Dec-22	1,395,118	292,834,297	62,145	4,712	4.4545
Mar-23	1,375,395	296,787,832	62,534	4,746	4.5466
Jun-23	1,357,418	300,294,513	62,011	4,843	4.5683
Sep-23	1,346,085	301,480,222	60,721	4,965	4.5109
Dec-23	1,333,380	294,289,025	59,687	4,931	4.4764
Mar-24	1,324,692	286,016,464	57,820	4,947	4.3648
Jun-24	1,307,333	279,966,917	56,147	4,986	4.2948

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.4%	3.5%	87%	86%
9-points	4.6%	4.7%	96%	96%
12-points	7.1%	7.5%	93%	92%
15-points	10.8%	11.8%	94%	93%
24-points	9.7%	10.2%	96%	96%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-4.9%	-4.8%	-94%	-94%
9-points	-0.9%	-0.9%	-31%	-32%
12-points	0.5%	0.5%	23%	23%
15-points	1.8%	1.9%	64%	64%
24-points	-3.2%	-3.0%	-70%	-68%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$500 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	3,213,307	614,920,726	168,835	$3,642	5.2542
Dec-18	3,239,538	637,652,496	172,358	3,700	5.3205
Mar-19	3,270,990	659,612,154	174,498	3,780	5.3347
Jun-19	3,298,047	676,693,919	176,631	3,831	5.3556
Sep-19	3,335,814	693,924,351	181,197	3,830	5.4319
Dec-19	3,371,308	704,009,131	182,274	3,862	5.4066
Mar-20	3,417,844	709,590,091	181,444	3,911	5.3087
Jun-20	3,467,556	653,384,824	167,634	3,898	4.8344
Sep-20	3,501,418	627,408,262	160,553	3,908	4.5854
Dec-20	3,533,742	616,580,256	154,113	4,001	4.3612
Mar-21	3,557,251	610,693,444	151,173	4,040	4.2497
Jun-21	3,588,629	698,150,619	161,269	4,329	4.4939
Sep-21	3,634,219	787,315,368	166,111	4,740	4.5707
Dec-21	3,716,940	858,809,470	170,626	5,033	4.5905
Mar-22	3,820,290	928,145,353	173,922	5,337	4.5526
Jun-22	3,877,206	971,846,537	179,886	5,403	4.6396
Sep-22	3,876,515	995,976,916	183,205	5,436	4.7260
Dec-22	3,838,530	1,018,100,575	183,327	5,553	4.7760
Mar-23	3,766,563	1,031,335,029	184,276	5,597	4.8924
Jun-23	3,731,818	1,050,785,792	182,596	5,755	4.8930
Sep-23	3,740,227	1,054,049,155	180,416	5,842	4.8237
Dec-23	3,748,798	1,044,568,781	179,685	5,813	4.7931
Mar-24	3,768,713	1,034,779,125	177,210	5,839	4.7021
Jun-24	3,767,878	1,000,105,248	172,980	5,782	4.5909

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	2.3%	2.3%	67%	67%
9-points	4.1%	4.2%	91%	91%
12-points	6.4%	6.8%	92%	91%
15-points	10.5%	11.5%	92%	91%
24-points	10.0%	10.6%	96%	96%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-5.0%	-4.9%	-96%	-96%
9-points	-0.4%	-0.4%	-13%	-13%
12-points	1.3%	1.3%	45%	46%
15-points	2.6%	2.7%	74%	74%
24-points	-2.4%	-2.3%	-58%	-56%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$1,000 Deductible

	(1)	(2)	(3)	(4) (2)/(3)	(5) (3)/(1) x 100
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	438,490	82,925,722	18,378	$4,512	4.1912
Dec-18	450,897	89,286,989	19,317	4,622	4.2841
Mar-19	464,223	96,719,967	20,260	4,774	4.3643
Jun-19	478,073	101,680,969	21,320	4,769	4.4596
Sep-19	493,261	105,100,460	22,318	4,709	4.5246
Dec-19	508,511	108,544,749	23,110	4,697	4.5446
Mar-20	525,868	112,457,021	23,453	4,795	4.4599
Jun-20	543,120	104,864,598	22,026	4,761	4.0555
Sep-20	556,208	105,992,582	21,687	4,887	3.8991
Dec-20	567,003	106,144,679	21,143	5,020	3.7289
Mar-21	575,346	108,200,146	21,370	5,063	3.7143
Jun-21	583,113	125,803,495	23,324	5,394	3.9999
Sep-21	593,221	142,128,572	24,399	5,825	4.1130
Dec-21	612,055	157,819,730	25,429	6,206	4.1547
Mar-22	637,515	172,809,910	26,286	6,574	4.1232
Jun-22	657,708	183,875,846	27,653	6,649	4.2044
Sep-22	669,768	191,374,262	28,592	6,693	4.2689
Dec-22	676,624	197,590,729	29,235	6,759	4.3207
Mar-23	677,736	206,689,128	30,042	6,880	4.4327
Jun-23	686,995	216,214,290	30,630	7,059	4.4585
Sep-23	706,786	225,442,296	31,247	7,215	4.4210
Dec-23	728,918	233,609,394	32,226	7,249	4.4211
Mar-24	755,795	238,313,019	32,839	7,257	4.3450
Jun-24	781,296	240,057,258	33,196	7,232	4.2488

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.8%	3.9%	85%	85%
9-points	5.1%	5.2%	95%	95%
12-points	6.9%	7.3%	94%	93%
15-points	10.5%	11.4%	94%	93%
24-points	10.0%	10.5%	96%	96%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-3.3%	-3.3%	-86%	-86%
9-points	0.9%	0.9%	30%	30%
12-points	2.3%	2.3%	71%	71%
15-points	4.2%	4.4%	84%	84%
24-points	0.3%	0.3%	9%	9%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

DATA

Month	All Items CPI Index	All Items (Less Energy) CPI Index	Compensation Cost Index
Oct-20	260.4	268.7	
Nov-20	260.2	268.7	143.0
Dec-20	260.5	268.6	
Jan-21	261.6	269.2	
Feb-21	263.0	270.1	144.6
Mar-21	264.9	271.0	
Apr-21	267.1	273.1	
May-21	269.2	274.9	145.6
Jun-21	271.7	277.2	
Jul-21	273.0	278.2	
Aug-21	273.6	278.7	146.4
Sep-21	274.3	279.4	
Oct-21	276.6	281.2	
Nov-21	277.9	282.4	147.1
Dec-21	278.8	283.6	
Jan-22	281.1	285.8	
Feb-22	283.7	288.0	150.1
Mar-22	287.5	289.5	
Apr-22	289.1	291.2	
May-22	292.3	293.1	153.4
Jun-22	296.3	295.4	
Jul-22	296.3	296.7	
Aug-22	296.2	298.3	154.4
Sep-22	296.8	299.7	
Oct-22	298.0	300.8	
Nov-22	297.7	301.1	155.1
Dec-22	296.8	301.7	
Jan-23	299.2	303.6	
Feb-23	300.8	305.6	157.8
Mar-23	301.8	306.9	
Apr-23	303.4	308.2	
May-23	304.1	309.3	160.0
Jun-23	305.1	310.1	
Jul-23	305.7	310.6	
Aug-23	307.0	311.3	160.6
Sep-23	307.8	312.0	
Oct-23	307.7	312.6	
Nov-23	307.1	312.7	159.9
Dec-23	306.7	313.0	
Jan-24	308.4	314.8	
Feb-24	310.3	316.4	162.1
Mar-24	312.3	317.8	
Apr-24	313.5	318.7	
May-24	314.1	319.3	165.0
Jun-24	314.2	319.7	
Jul-24	314.5	320.0	
Aug-24	314.8	320.7	164.0
Sep-24	315.3	321.9	

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

AVERAGE ANNUAL RATES OF CHANGE

	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
(1) Annual Change in indices based on exponential curve of best fit for the latest 48 points (or 16 quarters)	5.35%	5.18%	4.06%	4.66%
(2) Annual Change in indices based on exponential curve of best fit for the latest 36 points (or 12 quarters)	4.25%	4.61%	3.89%	4.16%
(3) Annual Change in indices based on exponential curve of best fit for the latest 24 points (or 8 quarters)	3.25%	3.57%	3.14%	3.27%
(4) Annual Change in indices based on exponential curve of best fit for the latest 12 points (or 4 quarters)	3.42%	3.47%	3.82%	3.63%

(5) Average Annual Index [e]

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]
4/3/2022	276.2	281.0	147.3
10/2/2022	287.7	290.4	151.3
4/2/2023	296.8	299.5	155.2
10/1/2023	302.3	306.8	158.4
3/31/2024	307.1	312.4	160.7
9/30/2024	311.6	317.3	162.8

(6) Current Cost Factor (Index Value Divided by Average Annual Index)

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
4/3/2022	1.14	1.15	1.11	1.13
10/2/2022	1.10	1.11	1.08	1.09
4/2/2023	1.06	1.07	1.06	1.06
10/1/2023	1.04	1.05	1.04	1.04
3/31/2024	1.03	1.03	1.02	1.03
9/30/2024	1.01	1.01	1.01	1.01

Notes:

	Source
[a] CPI - All Urban Consumers - All items.	Bureau of Labor Statistics
[b] CPI - All Urban Consumers - All items less energy.	Bureau of Labor Statistics
[c] Total Compensation Cost Index - Insurance Carriers, Agent Brokers, and Service.	Bureau of Labor Statistics

[d] Weighted Average determined as .25 (All items) + .25 (All items - Less Energy) + .50 (CCI).

[e] Average year ended index for period shown.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

AVERAGE ANNUAL RATES OF CHANGE

All Items Consumer Price Index

	Straight Line End Point	Straight Line Mid Point	Exponential
48 points	4.68%	5.15%	5.35%
36 points	3.89%	4.13%	4.25%
24 points	3.10%	3.20%	3.25%
12 points	3.30%	3.36%	3.42%

All Items (Less Energy) Consumer Price Index

	Straight Line End Point	Straight Line Mid Point	Exponential
48 points	4.56%	5.01%	5.18%
36 points	4.22%	4.47%	4.61%
24 points	3.40%	3.51%	3.57%
12 points	3.35%	3.40%	3.47%

Compensation Cost Index

	Straight Line End Point	Straight Line Mid Point	Exponential
16 points	3.69%	3.97%	4.06%
12 points	3.61%	3.79%	3.89%
8 points	3.00%	3.08%	3.14%
4 points	3.68%	3.74%	3.82%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

CORRELATION COEFFICIENTS

All Items Consumer Price Index

	Straight Line	Exponential
48 points	0.98	0.97
36 points	0.97	0.96
24 points	0.98	0.98
12 points	0.95	0.95

All Items (Less Energy) Consumer Price Index

	Straight Line	Exponential
48 points	0.99	0.99
36 points	0.99	0.98
24 points	0.99	0.99
12 points	0.98	0.98

Compensation Cost Index

	Straight Line	Exponential
16 points	0.99	0.99
12 points	0.97	0.97
8 points	0.94	0.94
4 points	0.87	0.87

Countrywide External Expense Trend

	Consumer Price Index(a)	Compensation Cost Index(b)		Consumer Price Index(a)	Compensation Cost Index(b)
1/19	251.7		1/22	281.1	
2/19	252.8	137.8	2/22	283.7	150.1
3/19	254.2		3/22	287.5	
4/19	255.5		4/22	289.1	
5/19	256.1	139.1	5/22	292.3	153.4
6/19	256.1		6/22	296.3	
7/19	256.6		7/22	296.3	
8/19	256.6	139.6	8/22	296.2	154.4
9/19	256.8		9/22	296.8	
10/19	257.3		10/22	298.0	
11/19	257.2	139.6	11/22	297.7	155.1
12/19	257.0		12/22	296.8	
1/20	258.0		1/23	299.2	
2/20	258.7	140.6	2/23	300.8	157.8
3/20	258.1		3/23	301.8	
4/20	256.4		4/23	303.4	
5/20	256.4	142.5	5/23	304.1	160.0
6/20	257.8		6/23	305.1	
7/20	259.1		7/23	305.7	
8/20	259.9	142.7	8/23	307.0	160.6
9/20	260.3		9/23	307.8	
10/20	260.4		10/23	307.7	
11/20	260.2	143.0	11/23	307.1	159.9
12/20	260.5		12/23	306.7	
1/21	261.6		1/24	308.4	
2/21	263.0	144.6	2/24	310.3	162.1
3/21	264.9		3/24	312.3	
4/21	267.1		4/24	313.5	
5/21	269.2	145.6	5/24	314.1	165.0
6/21	271.7		6/24	314.2	
7/21	273.0		7/24	314.5	
8/21	273.6	146.4	8/24	314.8	164.0
9/21	274.3		9/24	315.3	
10/21	276.6				
11/21	277.9	147.1			
12/21	278.8				

(a) Consumer Price Index for all items, all urban consumers.
Source: Bureau of Labor Statistics.

(b) Total Compensation Cost Index - Insurance Carriers, Agents Brokers, and Service.
Source: Bureau of Labor Statistics.

The data collected under the North Carolina Rate Bureau Special Call for Expense Experience for the latest five years is shown on pages D-24-26 and F-8.

See the attached Exhibit (4)(d), Section D of RB-1 and the pre-filed testimony of P. Ericksen and P. Anderson.

CPI GASOLINE INDEX
ANNUAL PERCENT CHANGE

Quarter	(1) Index	(2) Annual Percentage Change
2014:3	3.028	-1.9%
2014:4	2.501	-12.1%
2015:1	1.985	-32.4%
2015:2	2.326	-26.6%
2015:3	2.272	-25.0%
2015:4	1.898	-24.1%
2016:1	1.655	-16.6%
2016:2	1.968	-15.4%
2016:3	1.928	-15.1%
2016:4	1.953	2.9%
2017:1	2.042	23.4%
2017:2	2.092	6.3%
2017:3	2.138	10.9%
2017:4	2.199	12.6%
2018:1	2.260	10.7%
2018:2	2.506	19.8%
2018:3	2.519	17.8%
2018:4	2.338	6.3%
2019:1	2.111	-6.6%
2019:2	2.484	-0.9%
2019:3	2.364	-6.2%
2019:4	2.322	-0.7%
2020:1	2.159	2.3%
2020:2	1.743	-29.8%
2020:3	1.949	-17.5%
2020:4	1.915	-17.5%
2021:1	2.256	4.5%
2021:2	2.616	50.1%
2021:3	2.771	42.2%
2021:4	2.918	52.4%
2022:1	3.210	42.3%
2022:2	3.947	50.9%
2022:3	3.582	29.2%
2022:4	3.171	8.7%
2023:1	2.991	-6.8%
2023:2	3.163	-19.9%
2023:3	3.313	-7.5%
2023:4	2.996	-5.5%
2024:1	2.902	-3.0%
2024:2	3.173	0.3%
2024:3	3.001	-9.4%

NORTH CAROLINA
PERSONAL AUTO INSURANCE

RETAIL PRICES OF MOTOR FUEL*

Date	Regular Gasoline	Midgrade Gasoline	Premium Gasoline
Jan-21	2.203	2.539	2.845
Feb-21	2.375	2.718	3.020
Mar-21	2.670	3.005	3.309
Apr-21	2.688	3.030	3.336
May-21	2.810	3.160	3.460
Jun-21	2.871	3.228	3.536
Jul-21	2.918	3.274	3.580
Aug-21	2.926	3.284	3.598
Sep-21	2.965	3.323	3.638
Oct-21	3.106	3.468	3.781
Nov-21	3.228	3.595	3.905
Dec-21	3.127	3.503	3.823
Jan-22	3.120	3.490	3.813
Feb-22	3.372	3.736	4.043
Mar-22	4.052	4.419	4.743
Apr-22	3.876	4.249	4.585
May-22	4.182	4.542	4.867
Jun-22	4.588	4.972	5.298
Jul-22	4.193	4.605	4.957
Aug-22	3.610	4.029	4.378
Sep-22	3.334	3.741	4.086
Oct-22	3.280	3.678	4.013
Nov-22	3.296	3.697	4.037
Dec-22	2.954	3.374	3.724
Jan-23	3.201	3.597	3.931
Feb-23	3.227	3.632	3.966
Mar-23	3.221	3.618	3.945
Apr-23	3.436	3.826	4.158
May-23	3.322	3.730	4.068
Jun-23	3.290	3.692	4.020
Jul-23	3.349	3.758	4.086
Aug-23	3.622	4.028	4.363
Sep-23	3.502	3.914	4.256
Oct-23	3.224	3.656	4.016
Nov-23	2.980	3.423	3.778
Dec-23	2.974	3.415	3.769
Jan-24	2.958	3.406	3.758
Feb-24	3.112	3.547	3.900
Mar-24	3.283	3.707	4.055
Apr-24	3.394	3.815	4.165
May-24	3.389	3.819	4.171
Jun-24	3.265	3.707	4.066
Jul-24	3.331	3.764	4.116
Aug-24	3.214	3.658	4.018
Sep-24	3.019	3.475	3.848

* Data shown is for the LOWER ATLANTIC REGION
Source: U.S. Energy Information Administration, Conventional Areas

Gross Volume of Gasoline/Gasohol

Source: U. S. Department of Transportation, Federal Highway Administration
Total Gasoline Sales in gallons

		Monthly Gasoline Sales (gallons)	% change from month one year prior	Year Ending Average Monthly Gasoline Sales (gallons)	% change from one year prior
Jan	2019	404,673,634	11.1%	413,440,522	2.3%
Feb	2019	371,178,695	4.6%	414,798,478	2.7%
Mar	2019	422,029,507	2.7%	415,736,689	2.9%
April	2019	427,731,370	4.1%	417,132,291	3.0%
May	2019	465,601,349	8.2%	420,070,460	3.7%
June	2019	430,481,436	-2.9%	418,985,814	2.9%
July	2019	450,791,025	6.2%	421,187,465	3.3%
Aug	2019	448,578,992	4.2%	422,705,090	3.7%
Sep	2019	418,777,152	2.5%	423,570,065	3.8%
Oct	2019	434,547,374	-1.1%	423,182,631	4.6%
Nov	2019	412,083,652	1.5%	423,700,392	3.3%
Dec	2019	396,322,407	-0.4%	423,566,383	3.3%
Jan	2020	412,524,556	1.9%	424,220,626	2.6%
Feb	2020	375,465,743	1.2%	424,577,880	2.4%
Mar	2020	329,263,938	-22.0%	416,847,416	0.3%
April	2020	221,417,198	-48.2%	399,654,569	-4.2%
May	2020	289,062,579	-37.9%	384,943,004	-8.4%
June	2020	546,246,290	26.9%	394,590,076	-5.8%
July	2020	392,190,131	-13.0%	389,706,668	-7.5%
Aug	2020	417,716,286	-6.9%	387,134,776	-8.4%
Sep	2020	387,723,321	-7.4%	384,546,956	-9.2%
Oct	2020	398,934,715	-8.2%	381,579,235	-9.8%
Nov	2020	389,531,317	-5.5%	379,699,873	-10.4%
Dec	2020	387,085,122	-2.3%	378,930,100	-10.5%
Jan	2021	364,953,670	-11.5%	374,965,859	-11.6%
Feb	2021	251,738,953	-33.0%	364,655,293	-14.1%
Mar	2021	415,861,947	26.3%	371,871,794	-10.8%
April	2021	425,337,419	92.1%	388,865,146	-2.7%
May	2021	533,617,685	84.6%	409,244,738	6.3%
June	2021	415,032,446	-24.0%	398,310,251	0.9%
July	2021	437,363,939	11.5%	402,074,735	3.2%
Aug	2021	493,424,421	18.1%	408,383,746	5.5%
Sep	2021	427,475,972	10.3%	411,696,467	7.1%
Oct	2021	426,247,224	6.8%	413,972,510	8.5%
Nov	2021	428,703,348	10.1%	417,236,846	9.9%
Dec	2021	436,377,770	12.7%	421,344,566	11.2%

Gross Volume of Gasoline/Gasohol

Source: U. S. Department of Transportation, Federal Highway Administration
Total Gasoline Sales in gallons

		Monthly Gasoline Sales (gallons)	% change from month one year prior	Year Ending Average Monthly Gasoline Sales (gallons)	% change from one year prior
Jan	2022	374,914,562	2.7%	422,174,641	12.6%
Feb	2022	380,385,365	51.1%	432,895,175	18.7%
Mar	2022	437,333,205	5.2%	434,684,446	16.9%
April	2022	403,339,755	-5.2%	432,851,308	11.3%
May	2022	452,210,356	-15.3%	426,067,364	4.1%
June	2022	428,257,429	3.2%	427,169,446	7.2%
July	2022	430,928,398	-1.5%	426,633,150	6.1%
Aug	2022	450,113,106	-8.8%	423,023,874	3.6%
Sep	2022	436,988,314	2.2%	423,816,569	2.9%
Oct	2022	434,477,851	1.9%	424,502,455	2.5%
Nov	2022	419,531,821	-2.1%	423,738,161	1.6%
Dec	2022	420,603,541	-3.6%	422,423,642	0.3%
Jan	2023	391,496,516	4.4%	423,805,471	0.4%
Feb	2023	387,580,607	1.9%	424,405,075	-2.0%
Mar	2023	463,837,719	6.1%	426,613,784	-1.9%
April	2023	418,678,856	3.8%	427,892,043	-1.1%
May	2023	454,583,828	0.5%	428,089,832	0.5%
June	2023	456,464,517	6.6%	430,440,423	0.8%
July	2023	446,321,123	3.6%	431,723,150	1.2%
Aug	2023	459,244,608	2.0%	432,484,108	2.2%
Sep	2023	424,649,093	-2.8%	431,455,840	1.8%
Oct	2023	446,100,616	2.7%	432,424,404	1.9%
Nov	2023	404,197,234	-3.7%	431,146,522	1.7%
Dec	2023	463,500,938	10.2%	434,721,305	2.9%
Jan	2024	416,321,203	6.3%	436,790,029	3.1%
Feb	2024	398,850,557	2.9%	437,729,191	3.1%
Mar	2024	465,994,947	0.5%	437,908,960	2.6%
April	2024	434,119,923	3.7%	439,195,716	2.6%
May	2024	469,627,354	3.3%	440,449,343	2.9%
June	2024	460,825,194	1.0%	440,812,733	2.4%
July	2024	442,743,373	-0.8%	440,514,587	2.0%

MILES DRIVEN AND GASOLINE CONSUMPTION - U.S. TOTAL

	Miles Driven (billions of miles)	Year ending Miles Driven (billions of miles)	% Change from Year Prior	Monthly Gasoline Sales (millions of gallons)	Year Ending Average Monthly Gasoline Sales (millions of gallons)	% Change from Year Prior
1/19	246.5	3,242.1	0.9%	11,657	12,166	0.4%
2/19	229.3	3,243.6	0.9%	10,804	12,168	0.4%
3/19	272.5	3,245.4	0.9%	12,109	12,167	0.4%
4/19	277.0	3,247.3	0.9%	12,326	12,198	0.7%
5/19	285.5	3,249.1	0.9%	12,659	12,187	0.5%
6/19	284.1	3,250.6	0.9%	12,487	12,180	0.5%
7/19	292.7	3,252.3	0.9%	13,005	12,211	0.7%
8/19	286.4	3,253.7	0.8%	12,970	12,245	1.1%
9/19	268.8	3,255.1	0.7%	12,183	12,237	1.0%
10/19	283.0	3,256.7	0.7%	12,552	12,235	0.8%
11/19	261.7	3,257.9	0.7%	11,979	12,232	0.6%
12/19	272.2	3,259.7	0.6%	11,904	12,220	0.5%
1/20	260.8	3,274.0	1.0%	11,697	12,223	0.5%
2/20	242.7	3,287.4	1.4%	11,174	12,254	0.7%
3/20	226.6	3,241.5	-0.1%	10,384	12,110	-0.5%
4/20	167.6	3,132.1	-3.5%	7,875	11,739	-3.8%
5/20	221.0	3,067.6	-5.6%	9,155	11,447	-6.1%
6/20	250.3	3,033.8	-6.7%	10,950	11,319	-7.1%
7/20	265.5	3,006.6	-7.6%	11,194	11,168	-8.5%
8/20	265.1	2,985.3	-8.2%	11,702	11,062	-9.7%
9/20	257.5	2,974.0	-8.6%	11,184	10,979	-10.3%
10/20	266.6	2,957.6	-9.2%	11,260	10,872	-11.1%
11/20	238.3	2,934.2	-9.9%	10,820	10,775	-11.9%
12/20	241.5	2,903.5	-10.9%	10,694	10,674	-12.6%
1/21	225.0	2,867.7	-12.4%	10,478	10,573	-13.5%
2/21	207.2	2,832.2	-13.8%	9,448	10,429	-14.9%
3/21	262.1	2,867.7	-11.5%	11,458	10,518	-13.1%
4/21	252.2	2,952.3	-5.7%	12,040	10,865	-7.4%
5/21	276.6	3,007.9	-1.9%	11,913	11,095	-3.1%
6/21	279.2	3,036.8	0.1%	12,412	11,217	-0.9%
7/21	288.4	3,059.7	1.8%	12,650	11,338	1.5%
8/21	279.6	3,074.2	3.0%	12,493	11,404	3.1%
9/21	270.5	3,087.2	3.8%	12,173	11,487	4.6%
10/21	277.9	3,098.5	4.8%	12,249	11,569	6.4%
11/21	260.4	3,120.6	6.4%	11,816	11,652	8.1%
12/21	261.0	3,140.1	8.1%	11,844	11,748	10.1%

MILES DRIVEN AND GASOLINE CONSUMPTION - U.S. TOTAL

	Miles Driven (billions of miles)	Year ending Miles Driven (billions of miles)	% Change from Year Prior	Monthly Gasoline Sales (millions of gallons)	Year Ending Average Monthly Gasoline Sales (millions of gallons)	% Change from Year Prior
1/22	234.1	3,149.2	9.8%	10,915	11,784	11.5%
2/22	229.3	3,171.3	12.0%	10,552	11,876	13.9%
3/22	269.6	3,178.8	10.8%	11,554	11,884	13.0%
4/22	255.8	3,182.4	7.8%	11,941	11,876	9.3%
5/22	280.2	3,186.0	5.9%	11,967	11,881	7.1%
6/22	274.6	3,181.4	4.8%	11,876	11,836	5.5%
7/22	279.3	3,172.3	3.7%	11,946	11,777	3.9%
8/22	281.6	3,174.3	3.3%	12,305	11,762	3.1%
9/22	273.1	3,176.9	2.9%	11,913	11,740	2.2%
10/22	278.1	3,177.1	2.5%	12,062	11,724	1.3%
11/22	257.0	3,173.7	1.7%	11,725	11,717	0.6%
12/22	256.5	3,169.2	0.9%	11,628	11,699	-0.4%
1/23	248.9	3,184.0	1.1%	11,102	11,714	-0.6%
2/23	235.4	3,190.1	0.6%	10,675	11,725	-1.3%
3/23	273.7	3,194.2	0.5%	11,684	11,735	-1.3%
4/23	258.2	3,196.6	0.4%	11,891	11,731	-1.2%
5/23	289.6	3,206.0	0.6%	12,404	11,768	-1.0%
6/23	285.6	3,217.0	1.1%	12,408	11,812	-0.2%
7/23	289.8	3,227.5	1.7%	12,446	11,854	0.6%
8/23	290.9	3,236.8	2.0%	12,529	11,872	0.9%
9/23	278.0	3,241.7	2.0%	11,911	11,872	1.1%
10/23	284.0	3,247.6	2.2%	12,132	11,878	1.3%
11/23	265.1	3,255.7	2.6%	11,702	11,876	1.4%
12/23	263.6	3,262.8	3.0%	11,715	11,883	1.6%
1/24	247.0	3,260.9	2.4%	11,170	11,889	1.5%
2/24	240.2	3,265.7	2.4%	10,770	11,897	1.5%
3/24	275.5	3,267.5	2.3%	11,691	11,897	1.4%
4/24	263.9	3,273.2	2.4%	11,947	11,902	1.5%
5/24	293.5	3,277.1	2.2%	12,417	11,903	1.2%
6/24	284.5	3,276.0	1.8%	12,203	11,886	0.6%
7/24	293.4	3,279.6	1.6%			
8/24	294.2	3,282.9	1.4%			
9/24	277.8	3,282.7	1.3%			

Source: U. S. Department of Transportation, Federal Highway Administration

COMPONENTS OF THE CPI INDEX
MONTHLY PERCENT CHANGES

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Month	CPI-U: All Items	CPI-U: Med. Care	CPI-U: Phys. Serv.	CPI-U: Hospital & Other Related Services	Weekly Income	CPI-U: Auto Bodywork	PPI: All Items	PPI: Metal/MPR
2/2019	0.4%	0.2%	0.3%	0.1%	-0.2%	0.4%	0.1%	-0.1%
3/2019	0.6%	0.2%	-0.5%	0.1%	0.7%	0.0%	0.8%	0.7%
4/2019	0.5%	0.2%	0.3%	-0.4%	0.2%	1.0%	0.6%	-0.7%
5/2019	0.2%	0.3%	0.1%	0.2%	0.1%	0.1%	-0.2%	-1.1%
6/2019	0.0%	0.1%	0.1%	-0.2%	0.2%	0.8%	-0.7%	-1.3%
7/2019	0.2%	0.4%	0.1%	0.4%	0.0%	0.1%	0.2%	-0.2%
8/2019	0.0%	0.6%	0.0%	0.9%	0.7%	0.5%	-0.7%	-0.5%
9/2019	0.1%	0.1%	0.4%	0.0%	0.3%	0.6%	-0.4%	-0.5%
10/2019	0.2%	0.9%	0.1%	1.3%	0.3%	0.3%	0.1%	-0.8%
11/2019	-0.1%	0.3%	0.0%	0.2%	-0.1%	-0.1%	0.2%	-0.3%
12/2019	-0.1%	0.4%	0.0%	-0.1%	0.4%	0.4%	0.0%	0.6%
1/2020	0.4%	0.5%	-0.1%	1.2%	0.2%	-0.2%	0.2%	1.3%
2/2020	0.3%	0.3%	0.4%	0.4%	0.6%	0.2%	-1.3%	-0.6%
3/2020	-0.2%	0.3%	0.1%	0.2%	-0.1%	0.0%	-1.8%	0.3%
4/2020	-0.7%	0.3%	0.1%	0.4%	4.5%	1.4%	-3.9%	-1.5%
5/2020	0.0%	0.4%	0.6%	-0.1%	1.2%	0.4%	1.7%	-0.7%
6/2020	0.5%	0.3%	0.4%	0.1%	-1.5%	0.0%	1.4%	0.5%
7/2020	0.5%	0.4%	0.6%	0.2%	-0.1%	-0.3%	0.9%	0.5%
8/2020	0.3%	0.1%	0.0%	0.0%	0.6%	0.5%	0.7%	1.1%
9/2020	0.1%	-0.1%	-0.1%	0.5%	0.2%	0.7%	0.6%	1.2%
10/2020	0.0%	-0.3%	-0.1%	-0.1%	0.5%	0.1%	0.5%	0.4%
11/2020	-0.1%	-0.2%	0.0%	0.2%	0.4%	-0.1%	0.9%	1.0%
12/2020	0.1%	-0.2%	-0.1%	0.0%	0.9%	-0.1%	1.1%	3.7%
1/2021	0.4%	0.6%	1.6%	1.0%	0.7%	0.4%	2.1%	3.7%
2/2021	0.5%	0.4%	2.0%	0.2%	-0.8%	0.6%	2.8%	2.1%
3/2021	0.7%	0.1%	0.3%	0.5%	1.5%	0.8%	2.1%	5.4%
4/2021	0.8%	0.0%	-0.3%	0.1%	0.7%	0.6%	1.3%	5.2%
5/2021	0.8%	-0.1%	0.0%	-0.1%	0.7%	0.4%	3.2%	3.8%
6/2021	0.9%	-0.2%	0.3%	0.0%	0.2%	1.3%	1.8%	3.8%
7/2021	0.5%	0.2%	0.4%	0.5%	0.6%	0.1%	1.3%	3.8%
8/2021	0.2%	0.2%	0.0%	0.7%	0.3%	1.5%	0.7%	2.4%
9/2021	0.3%	-0.1%	-0.3%	0.2%	0.7%	0.2%	1.0%	1.7%
10/2021	0.8%	0.5%	0.0%	0.6%	0.6%	0.9%	2.0%	1.9%
11/2021	0.5%	0.2%	0.4%	-0.3%	0.4%	1.0%	1.2%	2.3%
12/2021	0.3%	0.2%	0.0%	-0.2%	0.7%	2.3%	-0.8%	-0.1%
1/2022	0.8%	0.9%	-0.1%	1.2%	-0.4%	0.6%	2.1%	0.8%
2/2022	0.9%	0.4%	-0.1%	0.1%	1.1%	1.6%	2.5%	-1.3%
3/2022	1.3%	0.5%	0.5%	0.5%	0.5%	1.2%	2.9%	1.8%
4/2022	0.6%	0.3%	0.2%	0.3%	0.3%	1.3%	2.0%	1.7%
5/2022	1.1%	0.4%	-0.1%	0.2%	0.4%	1.0%	3.0%	1.0%
6/2022	1.4%	0.6%	0.1%	0.1%	0.5%	1.8%	2.6%	-1.5%
7/2022	0.0%	0.5%	0.3%	0.6%	0.2%	0.3%	-2.8%	-3.3%
8/2022	0.0%	0.7%	0.2%	0.7%	0.3%	-1.2%	-1.0%	-1.4%
9/2022	0.2%	0.5%	0.5%	0.1%	0.4%	1.2%	-0.6%	-2.5%
10/2022	0.4%	-0.4%	0.0%	0.0%	0.5%	1.4%	-1.1%	-2.3%
11/2022	-0.1%	-0.6%	0.0%	-0.5%	0.2%	0.4%	-0.7%	-0.2%
12/2022	-0.3%	0.0%	0.1%	1.1%	0.1%	0.2%	-2.0%	-0.4%
1/2023	0.8%	0.1%	-0.1%	0.7%	0.9%	0.4%	0.9%	0.9%
2/2023	0.6%	-0.4%	-0.5%	0.1%	0.1%	0.9%	-0.6%	0.6%
3/2023	0.3%	-0.3%	-0.2%	-0.2%	0.6%	1.3%	-0.6%	0.9%
4/2023	0.5%	-0.1%	0.0%	0.4%	0.1%	0.8%	-0.1%	0.8%
5/2023	0.3%	0.0%	-0.5%	0.8%	0.4%	-0.5%	-1.3%	0.5%
6/2023	0.3%	0.0%	0.7%	0.3%	0.4%	0.2%	0.1%	-0.9%
7/2023	0.2%	-0.1%	0.2%	-0.2%	0.4%	0.2%	0.0%	-1.5%
8/2023	0.4%	0.3%	0.1%	0.8%	0.2%	0.4%	1.5%	-0.6%
9/2023	0.2%	0.1%	0.0%	1.2%	0.3%	0.0%	0.5%	-0.8%
10/2023	0.0%	0.2%	-1.0%	1.0%	0.4%	-0.7%	-1.4%	-0.8%
11/2023	-0.2%	0.4%	0.6%	0.1%	0.1%	-0.1%	-0.9%	-0.1%
12/2023	-0.1%	0.3%	0.2%	0.5%	0.6%	1.0%	-1.2%	1.4%
1/2024	0.5%	0.7%	0.6%	1.6%	-0.2%	0.7%	0.6%	1.3%
2/2024	0.6%	0.0%	-0.2%	-0.3%	0.5%	-0.3%	1.4%	0.7%
3/2024	0.6%	0.5%	0.1%	1.2%	0.6%	0.0%	0.1%	-2.2%
4/2024	0.4%	0.3%	0.1%	0.6%	-0.2%	0.6%	0.7%	0.1%
5/2024	0.2%	0.5%	0.0%	0.3%	0.4%	-0.9%	-0.6%	1.3%
6/2024	0.0%	0.2%	0.1%	0.1%	0.4%	-0.4%	0.2%	-0.4%
7/2024	0.1%	-0.2%	0.1%	-1.0%	0.3%	-0.3%	0.5%	-0.7%
8/2024	0.1%	0.1%	0.0%	0.4%	0.3%	0.1%	-0.7%	-1.0%
9/2024	0.2%	0.3%	0.9%	0.3%	0.3%	-0.1%	-1.1%	-0.2%

COMPONENTS OF THE CPI INDEX
ANNUAL PERCENT CHANGES

Month	(1) CPI-U: All Items	(2) CPI-U: Med. Care	(3) CPI-U: Phys. Serv.	(4) CPI-U: Hospital & Other Related Services	(5) Weekly Income	(6) CPI-U: Auto Bodywork	(7) PPI: All Items	(8) PPI: Metal/MPR
2/2019	1.5%	1.7%	0.7%	2.1%	2.9%	2.6%	-0.1%	4.4%
3/2019	1.9%	1.7%	0.1%	1.9%	3.5%	2.4%	0.8%	3.7%
4/2019	2.0%	1.9%	0.3%	1.4%	3.2%	3.2%	0.9%	1.5%
5/2019	1.8%	2.1%	0.3%	1.5%	3.0%	3.0%	-0.7%	-0.9%
6/2019	1.6%	2.0%	0.4%	0.8%	2.9%	3.9%	-1.9%	-3.0%
7/2019	1.8%	2.6%	0.7%	1.0%	2.7%	4.0%	-1.8%	-3.0%
8/2019	1.7%	3.5%	0.7%	2.2%	3.1%	3.9%	-2.1%	-2.8%
9/2019	1.7%	3.5%	0.9%	2.1%	3.4%	4.5%	-2.6%	-3.3%
10/2019	1.8%	4.3%	1.2%	3.4%	3.4%	4.1%	-2.9%	-4.3%
11/2019	2.1%	4.2%	1.4%	3.2%	2.9%	4.0%	-1.6%	-4.9%
12/2019	2.3%	4.6%	1.4%	2.9%	2.9%	4.4%	-1.0%	-4.5%
1/2020	2.5%	4.5%	0.7%	3.7%	2.7%	4.1%	0.1%	-2.8%
2/2020	2.3%	4.6%	0.8%	4.1%	3.6%	3.8%	-1.3%	-3.3%
3/2020	1.5%	4.7%	1.4%	4.2%	2.8%	3.8%	-3.8%	-3.6%
4/2020	0.3%	4.8%	1.2%	5.0%	7.2%	4.3%	-8.2%	-4.5%
5/2020	0.1%	4.9%	1.8%	4.6%	8.4%	4.5%	-6.5%	-4.1%
6/2020	0.6%	5.1%	2.1%	5.0%	6.5%	3.7%	-4.5%	-2.4%
7/2020	1.0%	5.0%	2.6%	4.7%	6.4%	3.3%	-3.8%	-1.7%
8/2020	1.3%	4.5%	2.7%	3.9%	6.2%	3.3%	-2.5%	-0.2%
9/2020	1.4%	4.2%	2.1%	4.5%	6.2%	3.4%	-1.5%	1.6%
10/2020	1.2%	2.9%	1.9%	3.0%	6.4%	3.2%	-1.1%	2.8%
11/2020	1.2%	2.4%	1.9%	3.0%	6.9%	3.1%	-0.4%	4.1%
12/2020	1.4%	1.8%	1.7%	3.1%	7.4%	2.6%	0.8%	7.3%
1/2021	1.4%	1.9%	3.4%	2.9%	7.9%	3.3%	2.8%	9.9%
2/2021	1.7%	2.0%	5.1%	2.7%	6.3%	3.7%	7.1%	12.9%
3/2021	2.6%	1.8%	5.3%	3.0%	8.1%	4.5%	11.3%	18.6%
4/2021	4.2%	1.5%	4.9%	2.8%	4.1%	3.7%	17.5%	26.6%
5/2021	5.0%	0.9%	4.2%	2.8%	3.6%	3.7%	19.2%	32.4%
6/2021	5.4%	0.4%	4.1%	2.7%	5.4%	5.1%	19.7%	36.8%
7/2021	5.4%	0.3%	3.9%	3.0%	6.2%	5.5%	20.1%	41.3%
8/2021	5.3%	0.4%	3.9%	3.7%	5.9%	6.5%	20.1%	43.1%
9/2021	5.4%	0.4%	3.8%	3.3%	6.4%	6.0%	20.6%	43.8%
10/2021	6.2%	1.3%	3.9%	4.1%	6.6%	6.8%	22.4%	46.1%
11/2021	6.8%	1.7%	4.3%	3.5%	6.6%	8.0%	22.7%	48.0%
12/2021	7.0%	2.2%	4.3%	3.3%	6.4%	10.6%	20.4%	42.6%
1/2022	7.5%	2.5%	2.6%	3.6%	5.3%	10.8%	20.3%	38.5%
2/2022	7.9%	2.4%	0.5%	3.4%	7.4%	11.9%	20.0%	33.8%
3/2022	8.5%	2.9%	0.7%	3.4%	6.4%	12.4%	20.9%	29.2%
4/2022	8.3%	3.2%	1.2%	3.6%	6.0%	13.0%	21.8%	25.0%
5/2022	8.6%	3.7%	1.1%	3.8%	5.7%	13.7%	21.5%	21.7%
6/2022	9.1%	4.5%	1.0%	3.9%	6.0%	14.4%	22.4%	15.4%
7/2022	8.5%	4.8%	0.8%	4.0%	5.6%	14.6%	17.4%	7.6%
8/2022	8.3%	5.4%	1.1%	4.1%	5.6%	11.5%	15.5%	3.6%
9/2022	8.2%	6.0%	1.8%	3.9%	5.3%	12.6%	13.7%	-0.7%
10/2022	7.7%	5.0%	1.8%	3.4%	5.2%	13.1%	10.2%	-4.8%
11/2022	7.1%	4.2%	1.5%	3.2%	4.9%	12.4%	8.2%	-7.2%
12/2022	6.5%	4.0%	1.7%	4.6%	4.3%	10.1%	6.9%	-7.5%
1/2023	6.4%	3.1%	1.7%	4.0%	5.6%	9.9%	5.6%	-7.3%
2/2023	6.0%	2.3%	1.2%	4.0%	4.5%	9.2%	2.4%	-5.5%
3/2023	5.0%	1.5%	0.5%	3.2%	4.5%	9.3%	-1.1%	-6.4%
4/2023	4.9%	1.1%	0.3%	3.3%	4.2%	8.8%	-3.2%	-7.2%
5/2023	4.0%	0.7%	-0.1%	3.9%	4.2%	7.2%	-7.2%	-7.8%
6/2023	3.0%	0.1%	0.5%	4.2%	4.1%	5.5%	-9.4%	-7.2%
7/2023	3.2%	-0.5%	0.4%	3.4%	4.3%	5.4%	-6.8%	-5.4%
8/2023	3.7%	-1.0%	0.3%	3.5%	4.2%	7.1%	-4.4%	-4.7%
9/2023	3.7%	-1.4%	-0.2%	4.7%	4.1%	5.9%	-3.3%	-3.0%
10/2023	3.2%	-0.8%	-1.2%	5.6%	4.0%	3.7%	-3.7%	-1.4%
11/2023	3.1%	0.2%	-0.7%	6.3%	4.0%	3.3%	-3.9%	-1.4%
12/2023	3.4%	0.5%	-0.6%	5.6%	4.5%	4.1%	-3.1%	0.4%
1/2024	3.1%	1.1%	0.1%	6.5%	3.5%	4.3%	-3.4%	0.7%
2/2024	3.2%	1.4%	0.4%	6.1%	3.9%	3.1%	-1.4%	0.8%
3/2024	3.5%	2.2%	0.7%	7.7%	3.9%	1.9%	-0.8%	-2.2%
4/2024	3.4%	2.6%	0.9%	7.9%	3.7%	1.7%	0.0%	-2.9%
5/2024	3.3%	3.1%	1.4%	7.3%	3.7%	1.3%	0.6%	-2.1%
6/2024	3.0%	3.3%	0.8%	7.1%	3.7%	0.7%	0.8%	-1.6%
7/2024	2.9%	3.2%	0.7%	6.2%	3.6%	0.2%	1.4%	-0.8%
8/2024	2.5%	3.0%	0.6%	5.8%	3.7%	-0.2%	-0.9%	-1.2%
9/2024	2.4%	3.3%	1.5%	4.8%	3.7%	-0.3%	-2.4%	-0.6%

CPI INDEX ALL ITEMS (URBAN) - LESS ENERGY
ANNUAL PERCENT CHANGE

Month	(1) Index	(2) Annual Percentage Change	Month	(1) Index	(2) Annual Percentage Change
6/2018	2.563	2.1%	9/2021	2.794	4.1%
7/2018	2.565	2.2%	10/2021	2.812	4.7%
8/2018	2.567	2.1%	11/2021	2.824	5.1%
9/2018	2.571	2.1%	12/2021	2.836	5.6%
10/2018	2.577	2.0%	1/2022	2.858	6.2%
11/2018	2.577	2.1%	2/2022	2.880	6.6%
12/2018	2.578	2.1%	3/2022	2.895	6.8%
1/2019	2.589	2.1%	4/2022	2.912	6.6%
2/2019	2.598	2.1%	5/2022	2.931	6.6%
3/2019	2.605	2.0%	6/2022	2.954	6.6%
4/2019	2.609	2.0%	7/2022	2.967	6.6%
5/2019	2.612	2.0%	8/2022	2.983	7.1%
6/2019	2.617	2.1%	9/2022	2.997	7.3%
7/2019	2.621	2.1%	10/2022	3.008	7.0%
8/2019	2.626	2.3%	11/2022	3.011	6.6%
9/2019	2.630	2.3%	12/2022	3.017	6.4%
10/2019	2.635	2.3%	1/2023	3.036	6.2%
11/2019	2.635	2.3%	2/2023	3.056	6.1%
12/2019	2.635	2.2%	3/2023	3.069	6.0%
1/2020	2.645	2.2%	4/2023	3.082	5.8%
2/2020	2.657	2.3%	5/2023	3.093	5.5%
3/2020	2.659	2.1%	6/2023	3.101	5.0%
4/2020	2.655	1.7%	7/2023	3.106	4.7%
5/2020	2.655	1.6%	8/2023	3.113	4.3%
6/2020	2.661	1.7%	9/2023	3.120	4.1%
7/2020	2.671	1.9%	10/2023	3.126	3.9%
8/2020	2.681	2.1%	11/2023	3.127	3.9%
9/2020	2.683	2.0%	12/2023	3.130	3.8%
10/2020	2.687	2.0%	1/2024	3.148	3.7%
11/2020	2.687	1.9%	2/2024	3.164	3.5%
12/2020	2.686	2.0%	3/2024	3.178	3.6%
1/2021	2.692	1.8%	4/2024	3.187	3.4%
2/2021	2.701	1.6%	5/2024	3.193	3.2%
3/2021	2.710	1.9%	6/2024	3.197	3.1%
4/2021	2.731	2.9%	7/2024	3.200	3.0%
5/2021	2.749	3.5%	8/2024	3.207	3.0%
6/2021	2.772	4.2%	**9/2024**	3.219	3.2%
7/2021	2.782	4.1%			
8/2021	2.787	4.0%			

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

5. CHANGES IN PREMIUM BASE RESULTING FROM RATING EXPOSURE TRENDS

(a) Exposure distributions by policy term:

Year Ended	6 Month	12 Month
12/2018	82%	18%
12/2019	82	18
12/2020	82	18
12/2021	79	21
12/2022	78	22
12/2023	77	23

These exposure distributions are the best estimates of the corresponding premium distributions.

The distribution for the most recent year is the best estimate of the distribution during the time the proposed rates will be in effect.

(b) Calculation of model year trend factors is shown on page RB2-290. This calculation is based on a comparison of the average model year relativity for the period for which the proposed rates will be in effect and the average model year relativity underlying the calculation of the premium at present rates. The model year trend factors are 1.047 for Comprehensive and 1.101 for Collision.

Calculation of symbol trend factors is shown on page RB2-295. Symbol trend factors are derived using the average symbol factors for the most recent experience year and projections of the average symbol relativity during the prospective period in which the proposed rates are to be in effect. The trend period is the midpoint of the latest experience year to the average date of earning under the proposed rates (3.06 years). The symbol trend factors are 1.119 for Comprehensive and 1.049 for Collision.

The application of the model year and symbol trend factors is shown and described on page C-7 and C-8.

No premium trend is applicable to the liability coverages.

See also pre-filed testimony of P. Ericksen and P. Anderson.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

MODEL YEAR PREMIUM TREND

IMPORTANCE OF APPLICATION

Due to model year rating, the experience-based premium required per exposure must reflect the increased revenue that will be generated by the introduction of newer model year cars during the period in which the filed rates will be effective. In doing so, this reflection of model year trend reduces rate level indications.

The change in average model year relativity is due to two factors: the shift in the distribution to more recent model years as new models are introduced, and changes in the age distribution from the experience period to the prospective period.

MODEL YEAR RATING PROGRAM

Under the model year rating program, the base model year is assigned a "model year relativity" of 1.00. Older model years are assigned lower relativities. Model years that are newer than the base are assigned relativities that increase each prospective year. The rate for a given model year is the rate for the current base model year times the appropriate relativity.

MODEL YEAR TREND METHODOLOGY

In determining model year trend we project the average model year relativity expected to result in the prospective rating period if the current base model year and relativity structure remain in effect. To make this projection, we incorporate the anticipated changes in the model year vehicle distribution. Anticipated changes in the model year vehicle distribution are important because the model year rating program provides for an increase in the relativity for prospective model years.

The average relativities for the latest experience year are a weighted average of the model year relativities based on the latest vehicle age distribution. The base model year relativity of 1.00 is applied to the base year distribution, and relativities for older model years are applied to the corresponding age distributions for older cars.

Model year trend factors are calculated separately for Comprehensive and Collision.

The model year trend factor is calculated as the ratio of two average statewide model year relativities:

$$A \div B, \text{ where}$$

A = The average relativity for the period during which policies will be written at the prospective rates, and

B = The average relativity underlying the latest experience indexed to the present base model year.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

MODEL YEAR PREMIUM TREND

MODEL YEAR TREND CALCULATIONS

The model year trend calculation is shown on page RB2-290. The calculation of the average model year relativity indexed to the current base model year is shown on Line (1). This calculation utilizes the North Carolina age distribution underlying the most recent year of experience. In doing so, the base model year relativity of 1.00 is applied to the base model year distribution and relativities for older model years are applied to the corresponding age distributions for older cars based on the most recent distribution.

Lines (2) and (3) show projected average model year relativities for the two model year periods which straddle the prospective period, based on anticipated model year distributions and using October 1 as the beginning of each new model year.

Line (4) shows the number of months from the effective date to the beginning of the next model year period.

Line (5) shows the calculation of the average model year relativity for the prospective period. This is accomplished by interpolating between Lines (2) and (3), with Line (2) weighted on the number of months from the effective date to the following October 1, and Line (3) weighted on the remaining months to one year past the effective date:

$[(2) \times (4) + (3) \times (12.0 - (4))] \div 12$

Line (6) is the model year trend factor, which is determined by dividing Line (5), the average model year relativity for the period during which policies will be written at prospective rates, by Line (1), the average model year relativity underlying the most recent experience, indexed to the current base model year.

AGE DISTRIBUTION

Age distributions for any given year are impacted by the auto sales for current and prior model years. As auto sales vary from year to year due to changes in the economy, the age distribution will also vary from year to year. Thus, in order to determine the appropriate model year trend, the effect on average model year relativities due to changes in the age distribution from the experience period to the prospective period must be reflected.

MODEL YEAR PREMIUM TREND

AGE DISTRIBUTION (Continued)

The average model year relativity for the base model year of 2024 is based on the year-ended 12/31/2023 model year distribution, re-indexed to the base model year. The average model year relativities for the period in which the revised rates will be in use are based on the age distributions for that period (the projected year-ended 12/31/2025 distribution is used for the average model year relativity after the introduction of 2025 models, and the projected year-ended 12/31/2026 distribution is used for the average model year relativity after the introduction of 2026 models).

Projected age distributions were determined by applying historical auto sales indices obtained from the U.S. Bureau of Economic Analysis (BEA) and projections based on these indices by Moody's Analytics to determine estimated age percentages for new model years (Ages 1 and 2). Estimates for Age 3 and over were determined by applying the historical North Carolina average age retention factors for prior model year distributions to estimate the changes in contribution to the total as the model year ages.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FOR 2024 BASE
CALCULATION OF MODEL YEAR RELATIVITY
BEFORE OCTOBER 1, 2024

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2024	0.039	1.000	0.041	1.000
2023	0.041	0.970	0.043	0.930
2022	0.050	0.930	0.052	0.870
2021	0.054	0.890	0.057	0.810
2020	0.068	0.860	0.071	0.750
2019	0.069	0.820	0.073	0.700
2018	0.075	0.780	0.079	0.660
2017	0.071	0.740	0.075	0.610
2016	0.070	0.710	0.073	0.570
2015 & PRIOR	0.463	0.650	0.436	0.470
(1) Average		0.750		0.621

AFTER OCTOBER 1, 2024 (INTRODUCTION OF 2025 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2025	0.041	1.030	0.044	1.070
2024	0.045	1.000	0.049	1.000
2023	0.049	0.970	0.053	0.930
2022	0.047	0.930	0.049	0.870
2021	0.056	0.890	0.059	0.810
2020	0.057	0.860	0.060	0.750
2019	0.070	0.820	0.073	0.700
2018	0.069	0.780	0.073	0.660
2017	0.073	0.740	0.078	0.610
2016	0.068	0.710	0.072	0.570
2015 & PRIOR	0.425	0.650	0.390	0.470
(2) Average		0.767		0.652

AFTER OCTOBER 1, 2025 (INTRODUCTION OF 2026 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2026	0.040	1.050	0.044	1.110
2025	0.047	1.030	0.051	1.070
2024	0.047	1.000	0.051	1.000
2023	0.051	0.970	0.055	0.930
2022	0.048	0.930	0.051	0.870
2021	0.055	0.890	0.057	0.810
2020	0.057	0.860	0.060	0.750
2019	0.067	0.820	0.070	0.700
2018	0.066	0.780	0.071	0.660
2017	0.069	0.740	0.073	0.610
2016	0.063	0.710	0.068	0.570
2015 & PRIOR	0.390	0.650	0.349	0.470
(3) Average		0.785		0.684

(4) Number of months from effective date to 10/1/2025: 0

(5) Average relativity based on an effective date of 10/1/2025:

Comp: (0.767x(4)+0.785x(12-(4)))/12= 0.785

Coll: (0.652x(4)+0.684x(12-(4)))/12= 0.684

(6) Model year trend factor:

Comp: (5)/0.75= 1.047 Coll: (5)/0.621= 1.101

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

CURRENT AND PROJECTED AGE DISTRIBUTIONS

COMPREHENSIVE

AGE	12/2023 Current	12/2024 (Projected)	12/2025 (Projected)	12/2026 (Projected)	12/2027 (Projected)
1	3.9%	4.0%	4.1%	4.0%	3.9%
2	4.1%	4.8%	4.5%	4.7%	4.6%
3	5.0%	4.5%	4.9%	4.7%	4.8%
4	5.4%	5.5%	4.7%	5.1%	4.9%
5	6.8%	5.9%	5.6%	4.8%	5.2%
6	6.9%	7.1%	5.7%	5.5%	4.7%
7	7.5%	7.3%	7.0%	5.7%	5.4%
8	7.1%	7.7%	6.9%	6.7%	5.5%
9	7.0%	7.2%	7.3%	6.6%	6.4%
10	6.0%	7.0%	6.8%	6.9%	6.2%
11	5.6%	6.0%	6.5%	6.3%	6.4%
12	4.6%	5.5%	5.4%	6.0%	5.8%
13	3.9%	4.4%	4.9%	4.9%	5.4%
14	3.1%	3.7%	3.9%	4.5%	4.4%
15+	23.1%	19.4%	21.8%	23.6%	26.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

COLLISION

AGE	12/2023 Current	12/2024 (Projected)	12/2025 (Projected)	12/2026 (Projected)	12/2027 (Projected)
1	4.1%	4.3%	4.4%	4.4%	4.3%
2	4.3%	5.2%	4.9%	5.1%	5.1%
3	5.2%	4.9%	5.3%	5.1%	5.3%
4	5.7%	5.8%	4.9%	5.5%	5.3%
5	7.1%	6.3%	5.9%	5.1%	5.6%
6	7.3%	7.5%	6.0%	5.7%	4.9%
7	7.9%	7.8%	7.3%	6.0%	5.6%
8	7.5%	8.2%	7.3%	7.0%	5.7%
9	7.3%	7.8%	7.8%	7.1%	6.7%
10	6.2%	7.4%	7.2%	7.3%	6.6%
11	5.8%	6.4%	6.9%	6.8%	6.8%
12	4.6%	5.8%	5.8%	6.3%	6.2%
13	3.9%	4.6%	5.2%	5.3%	5.8%
14	3.0%	3.9%	4.2%	4.8%	4.9%
15+	20.1%	14.1%	16.9%	18.5%	21.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

SYMBOL PREMIUM TREND

IMPORTANCE OF APPLICATION

As newer, higher-valued cars are introduced, there is an increase in overall premium revenue due to the physical damage symbol rating procedure. In order to reflect the revenue impact of the higher average value of cars during the prospective period, the methodology includes a symbol trend procedure. The effect of this procedure is to reduce the indicated rates for the physical damage coverages.

The change in average symbol relativities is due to two factors: increases in the average price of insured automobiles with the introduction of each new model year of automobiles, and changes in average symbol relativities due to changes in the age distribution from the experience period to the prospective period. Thus, symbol trend is necessary to reflect the additional revenue generated by the shift in the exposure distribution as new, higher-priced models are introduced.

SYMBOL RATING PROGRAM

Under the symbol rating program, with each new model year, each model that car manufacturers produce is assigned a symbol that is initially based on the manufacturers' suggested retail price of the vehicle and popular options. The vehicle series rating program then adjusts these initial symbols on a balanced basis to reflect the loss experience associated with vehicles of the same model (or a comparable model) for earlier years. Each symbol is assigned a symbol rating relativity. The present "base" symbol, with a relativity of 1.00, is defined as vehicles with a price between $14,001 and $15,000.

SYMBOL TREND METHODOLOGY

In determining symbol trend we project the premium required per exposure that will result in the prospective rating period if the current symbol relativity structure remains in effect. To make this projection, we first determine the premium required per exposure during the experience period, and then project this provision to the prospective period based on anticipated changes in the vehicle symbol distribution.

Symbol trend factors are calculated separately for Comprehensive and Collision. This factor is reflected in the projected premium required per exposure for each of these coverages, thereby reducing the indicated rate level change.

The symbol trend factor is calculated as the ratio of two average symbol relativities:

$$G \div A, \text{ where}$$

G = The average relativity for the period during which policies will be written at the prospective rate, and

A = The average relativity underlying the experience period.

SYMBOL PREMIUM TREND

SYMBOL TREND CALCULATIONS

Page RB2-295 contains the symbol trend calculation. Line A shows the average symbol relativities for year-ended 6/30/2023, the midpoint of the latest year of experience in this review. These relativities are based on written exposure distributions for year-ended 12/31/2023 and are used to approximate the average symbol relativities for the latest experience year.

The average symbol relativities by year-ended quarter from 9/30/2025 to 12/31/2027 are shown on Line B, for use in projection to the proposed projection date. Each of the year-ended symbol relativities for Comprehensive and Collision are based on the average price new and projected age distributions for that year. Average price new is based on quarterly data obtained from the U.S. Bureau of Economic Analysis (BEA) for points through year-ended 6/30/2024 and projections based on forecasts for economic variables provided by ISO. The relativities for average price new by year-ended quarter are derived from the North Carolina-specific symbol relativities shown on RB2, pages 296-297.

Page RB2-291 displays the exposure distributions by age for Comprehensive and Collision utilized to calculate the average symbol relativities for each year ended quarter in Lines A and B. Projected age distributions for 12/2024 through 12/2027 were determined by applying historical auto sales indices obtained from the U.S. Bureau of Economic Analysis (BEA) and projections based on these indices from Moody's Analytics to determine estimated age percentages for new model years (Ages 1 and 2). Estimates for Age 3 and over were determined by applying age retention factors derived from prior North Carolina model year distributions to estimate the changes in contribution to the total as the model year ages.

The average symbol relativities for the experience period (Line A) and the average symbol relativities by year-ended quarter from 09/30/2025 to 12/31/2027 (Line B) were calculated by weighting the average symbol relativities for each year ended quarter on the exposure distribution by age, with Age 1 weight applied to the year-ended quarter, n; Age 2 weight applied to year-ended quarter, n-1; Age 3 weight applied to year-ended quarter, n-2; etc., where, n = the year-ended quarter for which the average symbol relativity is being calculated.

Average symbol relativities calculated by the above procedure for a given year-ended period utilize the age distribution for that year.

The calculation of the average symbol relativities based on the proposed projection date is shown on Lines C through G. Lines E and F show the average relativities, drawn from the average relativities shown on Line B, for the year-ending quarters immediately before and after the prospective rating period. Line G interpolates between these values to estimate the average relativity for the prospective period.

SYMBOL PREMIUM TREND

The symbol trend factor is calculated on Line H. The symbol trend factor is determined by dividing Line G (the average symbol relativity at the average date of earning for the policies that will be written using the prospective rates, which is 7/21/2026 in this review) by Line A (the average symbol relativity during the most recent year of experience in this review, year ended 12/31/2023).

Line I calculates the annualized symbol trends for year-ended 12/31/2023. The annualized trend is the symbol trend factor raised to a power equal to the reciprocal of the number of years projection from 6/30/2023 to 7/21/2026, which is (1 ÷ 3.06) years.

AGE DISTRIBUTION

Age distributions for any given year are impacted by the auto sales for current and prior model years. As auto sales vary from year to year due to changes in the economy, the age distribution will also vary from year to year. Each model year has an average symbol relativity associated with it, with the average symbol relativity increasing over time as the model years become more current. Thus, in order to determine the appropriate symbol trend, the effects on average symbol relativities due to changes in the age distribution from the experience period to the prospective period are reflected.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

CALCULATION OF SYMBOL TREND FACTORS

A. Average Symbol Relativity of Experience Period:

Year ended	Comp	Coll
06/30/2023	2.349	1.566

B. Summary of Average Symbol Relativities by year-ended quarter for determining symbol trend for the prospective effective date.

Year ended	Comp	Coll
09/30/2025	2.579	1.630
12/31/2025	2.600	1.635
03/31/2026	2.620	1.640
06/30/2026	2.624	1.641
09/30/2026	2.641	1.646
12/31/2026	2.661	1.651
03/31/2027	2.683	1.656
06/30/2027	2.686	1.657
09/30/2027	2.705	1.662
12/31/2027	2.724	1.666

C. Proposed Projection Date: 7/21/2026

D. Number of months to next year ended quarter (in B above): 2.30

E. Average Symbol Relativity as of prior year ended quarter:

Year ended	Comp	Coll
06/30/2026	2.624	1.641

F. Average Symbol Relativity as of next year ended quarter:

Year ended	Comp	Coll
09/30/2026	2.641	1.646

G. Average Symbol Relativity as of Projection Date (Date in C above):
(D/3)(E) + ((3-D)/3)(F) = Avg. Sym. Rel.

COMP:	(2.30 / 3)	2.624	+	(0.70 / 3)	2.641	=	2.628			
COLL:	(2.30 / 3)	1.641	+	(0.70 / 3)	1.646	=	1.642			

H. Symbol Trend Factors: (G)/(A) Year-Ended 12/31/2023 Comp: 2.628 / 2.349 = 1.119
Coll: 1.642 / 1.566 = 1.049

I. Annualized Trends: (H)^(1 / 3.06) Year-Ended 12/31/2023 Comp: 3.7%
Coll: 1.6%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

Average Price and Selected Relativities for Symbol Definitions

1989 & Prior Model Years

Symbol	Average Price	Present Relativity Comp	Coll
4	3,225	0.28	0.47
5	4,350	0.32	0.55
6	5,750	0.43	0.60
7	7,250	0.52	0.66
8	9,000	0.62	0.79
10	11,250	0.78	0.91
11	13,750	0.95	1.00
12	16,250	1.11	1.11
13	18,750	1.31	1.19
14	22,000	1.54	1.32
15	26,000	1.86	1.43
16	30,500	2.26	1.57
17	36,000	2.71	1.66
18	42,500	3.23	1.81
19	50,500	3.86	1.91
20	60,000	4.58	2.04
21	above 65K	6.34	2.32

1990 - 2010 Model Years

Symbol	Average Price	Present Relativity Comp	Coll
1	5,750	0.38	0.58
2	7,250	0.53	0.65
3	8,500	0.60	0.76
4	9,500	0.66	0.82
5	10,625	0.75	0.88
6	11,875	0.84	0.92
7	13,125	0.92	0.96
8	14,375	1.00	1.00
10	15,625	1.08	1.07
11	16,875	1.17	1.12
12	18,125	1.28	1.15
13	19,375	1.37	1.20
14	21,000	1.48	1.27
15	23,000	1.63	1.34
16	25,000	1.79	1.39
17	27,000	1.98	1.44
18	29,000	2.16	1.52
19	31,500	2.36	1.59
20	34,500	2.61	1.64
21	38,000	2.90	1.71
22	42,500	3.28	1.80
23	47,500	3.67	1.87
24	55,000	4.25	1.95
25	65,000	5.23	2.11
26	75,000	6.42	2.29
27	above 80K	(a)	(b)

(a) Add 1.06 to symbol 26 relativity for each $10,000 or fraction of $10,000 above $80,000.

(b) Add 0.10 to symbol 26 relativity for each $10,000 or fraction of $10,000 above $80,000.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

Average Price and Selected Relativities for Symbol Definitions

2011 & Later Model Years

Symbol	Average Price	Present Relativity Comp	Present Relativity Coll	Symbol	Average Price	Present Relativity Comp	Present Relativity Coll
01	1,500	0.31	0.44	40	34,500	2.59	1.63
02	4,250	0.41	0.59	41	35,500	2.68	1.65
03	6,750	0.51	0.64	42	36,500	2.76	1.67
04	8,500	0.59	0.75	43	37,500	2.84	1.69
05	9,500	0.66	0.82	44	38,500	2.92	1.70
06	10,500	0.73	0.86	45	39,500	3.00	1.73
07	11,500	0.81	0.90	46	40,625	3.10	1.75
08	12,500	0.87	0.94	47	41,875	3.20	1.77
10	13,500	0.94	0.97	48	43,125	3.30	1.79
11	14,500	1.00	1.00	49	44,375	3.40	1.81
12	15,313	1.05	1.04	50	45,625	3.49	1.83
13	15,938	1.09	1.07	51	46,875	3.59	1.85
14	16,563	1.14	1.10	52	48,125	3.69	1.86
15	17,188	1.19	1.12	53	49,375	3.78	1.88
16	17,813	1.24	1.13	54	51,250	3.93	1.90
17	18,438	1.29	1.15	55	53,750	4.12	1.93
18	19,063	1.34	1.18	56	56,250	4.34	1.96
19	19,688	1.38	1.20	57	58,750	4.58	2.00
20	20,313	1.42	1.23	58	62,500	4.94	2.06
21	20,938	1.47	1.26	59	67,500	5.48	2.14
22	21,563	1.51	1.28	60	72,500	6.07	2.23
23	22,188	1.56	1.30	61	77,500	6.63	2.30
24	22,813	1.60	1.33	62	82,500	7.15	2.35
25	23,438	1.65	1.34	63	87,500	7.68	2.39
26	24,063	1.70	1.36	64	92,500	8.20	2.44
27	24,688	1.75	1.38	65	97,500	8.73	2.49
28	25,313	1.81	1.39	66	105,000	9.52	2.56
29	25,938	1.87	1.41	67	115,000	10.57	2.66
30	26,563	1.92	1.42	68	125,000	11.62	2.76
31	27,188	1.98	1.44	69	135,000	12.67	2.86
32	27,813	2.04	1.47	70	145,000	13.72	2.96
33	28,438	2.10	1.49	71	(a)	14.77	3.06
34	29,063	2.15	1.51	72	(a)	15.82	3.16
35	29,688	2.20	1.53	73	(a)	16.87	3.26
36	30,500	2.26	1.55	74	(a)	17.92	3.36
37	31,500	2.34	1.58	75	(a)	18.97	3.46
38	32,500	2.43	1.60	98	above 150k	(b)	(c)
39	33,500	2.51	1.61				

(a) These are Rating Symbols only. They have no corresponding price ranges. Vehicles can only be assigned these Rating Symbols via experience-based modification.
(b) Add 1.05 to symbol 70 relativity for each $10,000 or fraction of $10,000 above $150,000.
(c) Add 0.10 to symbol 70 relativity for each $10,000 or fraction of $10,000 above $150,000.

6. LIMITING FACTOR DEVELOPMENT AND APPLICATION

No limitations were applied.

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

7. OVERHEAD EXPENSE DEVELOPMENT AND APPLICATION OF COMMISSION AND BROKERAGE, OTHER ACQUISITION EXPENSES, GENERAL EXPENSES, TAXES, LICENSES, AND FEES

(a)(b) The derivation of expense factors is shown on pages D-24-27 and F-7-8. See also pre-filed testimony of P. Ericksen and P. Anderson.

(c) RB2, pages 232-242 contain information on expenses for the top 10 writers.

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING
AS PER 11 NCAC 10.1104

8. PERCENT RATE CHANGE

The overall statewide rate change by coverage is shown on page A-1.

The proposed rate changes are dependent on the actual implementation date of the new rates, because any such change will affect all of the trending periods used in the filing. Any change in the trending periods will affect all of the losses and fixed expenses, and the physical damage premiums, used in the calculation of the rate level indication.

If the effective date were to be changed, advance notice of approximately one hundred five (105) days after the issuing of the Commissioner's Order is required for an orderly implementation of the change in rates. This is the amount of time required to calculate the new rates based on the new effective date, and distribute the necessary information to member companies.

9. FINAL PROPOSED RATES

The proposed rates are shown in Section B.

10. INVESTMENT EARNINGS, CONSISTING OF INVESTMENT INCOME AND REALIZED PLUS UNREALIZED CAPITAL GAINS, FROM LOSS, LOSS EXPENSE AND UNEARNED PREMIUM RESERVES

See attached Exhibits (10)(a), (b) and (c) and the pre-filed testimony of P. Ericksen and G. Zanjani. The experience provides the best estimate of the future.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2019		$3,362,201,731
2.	Mean Unearned Premium Reserve	0.304 x (1)	1,022,109,326
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		7.90%
	Taxes, Licenses and Fees		1.83%
	50% of Other Acquisition Expense		4.70%
	50% of Company Operating Expense		3.55%
	Total		17.98%
4.	(2) x (3)		183,775,257
5.	Net Subject to Investment (2) - (4)		838,334,069

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$3,362,201,731
2.	Average Agents' Balances	0.200
3.	Delayed Remission (1) x (2)	672,440,346

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$3,362,201,731
2.	Expected Incurred Losses and Loss Adjustment 0.626 x (1)		2,104,738,283
3.	Expected Mean Loss Reserves	0.780 x (2)	1,641,695,861

D. Net Subject to Investment (A-5) - (B-3) + (C-3) 1,807,589,584

E. Average Rate of Return 3.13%

F. Investment Earnings on Net Subject to Investment (D) x (E) 56,577,554

G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1) 1.68%

H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) 0.841 1.41%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the total limits earned premiums at present voluntary manual level for Private Passenger Automobile Bodily Injury and Property Damage Liability and Medical Payments Insurance for all companies writing private passenger automobile insurance in North Carolina for the latest accident year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2019 for all companies writing Private Passenger Automobile Liability insurance in North Carolina. These data are from statutory page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2019	$3,326,869,199
2. Unearned Premium Reserve as of 12/31/2018	987,931,712
3. Unearned Premium Reserve as of 12/31/2019	1,033,736,793
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,010,834,253
5. Ratio (4) ÷ (1)	0.304

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Liability insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2018 and 2019 Insurance Expense Exhibit for all companies writing private passenger liability insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.6% of net written premiums. The 19.6% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger liability premium (using data from Part III of the IEE) on the private passenger written liability premium for North Carolina private passenger liability insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2018 and 2019 industrywide data provided by the A.M. Best Company. The two factors combined amount to .200 (.196 x 1.020 = .200).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2018 and 2019 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2018	$2,353,492,797
2. Incurred Losses for Calendar Year 2019	2,550,375,679
3. Loss Reserves as of 12/31/2017	1,851,304,362
4. Loss Reserves as of 12/31/2018	1,918,486,216
5. Loss Reserves as of 12/31/2019	2,025,767,749
6. Mean Loss Reserve 2018: 1/2 [(3) + (4)]	1,884,895,289
7. Mean Loss Reserve 2019: 1/2 [(4) + (5)]	1,972,126,983
8. Ratio (6) ÷ (1)	0.801
9. Ratio (7) ÷ (2)	0.773
10. Loss Reserve: 1/2 [(8) + (9)]	0.787
11. Ratio of LAE Reserves to Loss Reserves (a)	0.180
12. Ratio of Incurred LAE to Incurred Losses (a)	0.191
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.780

(a) Based on 2019 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2019	$57,192,363	$1,824,321,177	3.13%

(a) Based on 2019 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2019 All-Industry Balance Sheet Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2019		$2,726,946,083
2.	Mean Unearned Premium Reserve	0.299 x (1)	815,356,879
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		8.50%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		4.45%
	50% of Company Operating Expense		2.90%
	Total		17.77%
4.	(2) x (3)		144,888,917
5.	Net Subject to Investment (2) - (4)		670,467,962

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$2,726,946,083
2.	Average Agents' Balances	0.195
3.	Delayed Remission (1) x (2)	531,754,486

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$2,726,946,083
2.	Expected Incurred Losses and Loss Adjustment 0.617 x (1)		1,682,525,733
3.	Expected Mean Loss Reserves	0.122 x (2)	205,268,139

D. Net Subject to Investment (A-5) - (B-3) + (C-3)	343,981,615
E. Average Rate of Return	3.13%
F. Investment Earnings on Net Subject to Investment (D) x (E)	10,766,625
G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1)	0.39%
H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) x 0.841	0.33%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the earned premiums at present manual level for Private Passenger Passenger Automobile Comprehensive and Collision Insurance for the latest calendar year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2019 for all companies writing Private Passenger Automobile Physical Damage insurance in North Carolina. These data are from statutory Page 14 of the Annual Statement

1. Collected Earned Premium for Calendar Year ended 12/31/2019	$3,170,914,341
2. Unearned Premium Reserve as of 12/31/2018	925,186,810
3. Unearned Premium Reserve as of 12/31/2019	969,964,075
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	947,575,443
5. Ratio (4) ÷ (1)	0.299

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Physical Damage insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2018 and 2019 Insurance Expense Exhibit for all companies writing private passenger physical damage insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.1% of net written premiums. The 19.1% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger physical damage premium (using data from Part III of the IEE) on the private passenger written physical damage premium for North Carolina private passenger physical damage insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2018 and 2019 industrywide data provided by the A.M. Best Company. The two factors combined amount to .195 (.191 x 1.020 = .195).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2018 and 2019 for Automobile Physical Damage insurance. This ratio is based on North Carolina companies' Page 15 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2018	$1,810,487,076
2. Incurred Losses for Calendar Year 2019	1,865,813,260
3. Loss Reserves as of 12/31/2017	124,044,909
4. Loss Reserves as of 12/31/2018	166,760,474
5. Loss Reserves as of 12/31/2019	159,883,937
6. Mean Loss Reserve 2018: 1/2 [(3) + (4)]	145,402,692
7. Mean Loss Reserve 2019: 1/2 [(4) + (5)]	163,322,206
8. Ratio (6) ÷ (1)	0.080
9. Ratio (7) ÷ (2)	0.088
10. Loss Reserve: 1/2 [(8) + (9)]	0.084
11. Ratio of LAE Reserves to Loss Reserves (a)	0.646
12. Ratio of Incurred LAE to Incurred Losses (a)	0.130
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.122

(a) Based on 2019 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2019	$57,192,363	$1,824,321,177	3.13%

(a) Based on 2019 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2019 All-Industry Balance Sheet Exhibit (source: A.M. Best)

CAPITAL GAINS OR LOSSES AS A PERCENT OF MEAN ASSETS
(all amounts in thousands of dollars)

Calendar Year	Mean Total Admitted Assets 2-Year Average	Realized Capital Gains Amount	Realized Capital Gains Percent
2010	1,330,998,082	8,100,143	0.61%
2011	1,366,568,026	7,563,305	0.55%
2012	1,400,656,619	9,035,405	0.65%
2013	1,473,600,834	12,163,890	0.83%
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,677,816,556	15,729,084	0.94%
2018	1,734,515,010	10,838,276	0.62%
2019	1,824,321,177	11,251,553	0.62%
	15,516,907,225	104,748,734	0.68%

Source: Best's Aggregates & Averages--various editions

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

2019
Column 2:

Bonds			
	Taxable (Lines 1 + 1.2)	$29,408,005	0.210
	Non-Taxable (Lines 1.1 + 1.3)	7,801,310	-
	Sub-Total	$37,209,315	0.166
Stocks			
	Taxable (Lines 2.1 + 2.2)	$8,917,061	0.105 (A)
	Non-Taxable (Lines 2.11 + 2.21)	1,595,409	-
	Sub-Total	$10,512,470	0.089
Mortgage Loans (Line 3)		$996,462	
Real Estate (Line 4)		2,035,516	
Contract Loans (Line 5)		202	
Cash/Short Term Investments (Line 6)		2,500,836	
Derivative Instruments (Line 7)		(92,602)	
All Other (Lines 8 + 9)		9,880,009	
	Sub-Total	$15,320,423	0.210
	Total	$63,042,208	0.164
Investment Deductions (Line 16)		$5,849,844	0.210
Net Investment Income Earned		$57,192,364	0.159

(A) Only 50% of dividend income on stock is subject to the full corporate income tax rate of 21%. The applicable tax rate is thus 10.5% (.21 x .50 = .105).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2020		$3,476,607,257
2.	Mean Unearned Premium Reserve	0.302 x (1)	1,049,935,392
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		8.10%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		4.70%
	50% of Company Operating Expense		3.35%
	Total		18.07%
4.	(2) x (3)		189,723,325
5.	Net Subject to Investment (2) - (4)		860,212,067

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$3,476,607,257
2.	Average Agents' Balances	0.203
3.	Delayed Remission (1) x (2)	705,751,273

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$3,476,607,257
2.	Expected Incurred Losses and Loss Adjustment 0.646 x (1)		2,245,888,288
3.	Expected Mean Loss Reserves	0.833 x (2)	1,870,824,944

D. Net Subject to Investment (A-5) - (B-3) + (C-3) 2,025,285,738

E. Average Rate of Return 2.75%

F. Investment Earnings on Net Subject to Investment (D) x (E) 55,695,358

G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1) 1.60%

H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) 0.844 1.35%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the total limits earned premiums at present voluntary manual level for Private Passenger Automobile Bodily Injury and Property Damage Liability and Medical Payments Insurance for all companies writing private passenger automobile insurance in North Carolina for the latest accident year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2020 for all companies writing Private Passenger Automobile Liability insurance in North Carolina. These data are from statutory page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2020	$3,472,963,515
2. Unearned Premium Reserve as of 12/31/2019	1,033,736,793
3. Unearned Premium Reserve as of 12/31/2020	1,061,694,316
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,047,715,555
5. Ratio (4) ÷ (1)	0.302

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Liability insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2019 and 2020 Insurance Expense Exhibit for all companies writing private passenger liability insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.9% of net written premiums. The 19.9% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger liability premium (using data from Part III of the IEE) on the private passenger written liability premium for North Carolina private passenger liability insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2019 and 2020 industrywide data provided by the A.M. Best Company. The two factors combined amount to .203 (.199 x 1.020 = .203).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2019 and 2020 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2019	$2,550,375,679
2. Incurred Losses for Calendar Year 2020	2,180,922,172
3. Loss Reserves as of 12/31/2018	1,918,486,216
4. Loss Reserves as of 12/31/2019	2,025,767,749
5. Loss Reserves as of 12/31/2020	2,001,558,429
6. Mean Loss Reserve 2019: 1/2 [(3) + (4)]	1,972,126,983
7. Mean Loss Reserve 2020: 1/2 [(4) + (5)]	2,013,663,089
8. Ratio (6) ÷ (1)	0.773
9. Ratio (7) ÷ (2)	0.923
10. Loss Reserve: 1/2 [(8) + (9)]	0.848
11. Ratio of LAE Reserves to Loss Reserves (a)	0.184
12. Ratio of Incurred LAE to Incurred Losses (a)	0.206
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.833

(a) Based on 2020 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2020	$54,400,668	$1,976,917,609	2.75%

(a) Based on 2020 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2020 All-Industry Balance Sheet Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1. Direct Earned Premium for Accident Year Ended 12/31/2020		$3,175,987,746
2. Mean Unearned Premium Reserve	0.304 x (1)	965,500,275
3. Deduction for Prepaid Expenses		
Commission and Brokerage Expense		8.50%
Taxes, Licenses and Fees		1.92%
50% of Other Acquisition Expense		4.45%
50% of Company Operating Expense		2.65%
Total		17.52%
4. (2) x (3)		169,155,648
5. Net Subject to Investment (2) - (4)		796,344,627

B. Delayed Remission of Premium (Agents' Balances)

1. Direct Earned Premium (A-1)	$3,175,987,746
2. Average Agents' Balances	0.201
3. Delayed Remission (1) x (2)	638,373,537

C. Loss Reserve

1. Direct Earned Premium (A-1)		$3,175,987,746
2. Expected Incurred Losses and Loss Adjustment 0.646 x (1)		2,051,688,084
3. Expected Mean Loss Reserves	0.130 x (2)	266,719,451

D. Net Subject to Investment (A-5) - (B-3) + (C-3)	424,690,541
E. Average Rate of Return	2.75%
F. Investment Earnings on Net Subject to Investment (D) x (E)	11,678,990
G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1)	0.37%
H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) x 0.844	0.31%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the earned premiums at present manual level for Private Passenger Passenger Automobile Comprehensive and Collision Insurance for the latest calendar year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2020 for all companies writing Private Passenger Automobile Physical Damage insurance in North Carolina. These data are from statutory Page 14 of the Annual Statement

1. Collected Earned Premium for Calendar Year ended 12/31/2020	$3,242,207,785
2. Unearned Premium Reserve as of 12/31/2019	969,964,075
3. Unearned Premium Reserve as of 12/31/2020	998,418,444
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	984,191,260
5. Ratio (4) ÷ (1)	0.304

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Physical Damage insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2019 and 2020 Insurance Expense Exhibit for all companies writing private passenger physical damage insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.7% of net written premiums. The 19.7% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger physical damage premium (using data from Part III of the IEE) on the private passenger written physical damage premium for North Carolina private passenger physical damage insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2019 and 2020 industrywide data provided by the A.M. Best Company. The two factors combined amount to .201 (.197 x 1.020 = .201).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2019 and 2020 for Automobile Physical Damage insurance. This ratio is based on North Carolina companies' Page 15 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2019	$1,865,813,260
2. Incurred Losses for Calendar Year 2020	1,683,907,991
3. Loss Reserves as of 12/31/2018	166,760,474
4. Loss Reserves as of 12/31/2019	159,883,937
5. Loss Reserves as of 12/31/2020	169,077,267
6. Mean Loss Reserve 2019: 1/2 [(3) + (4)]	163,322,206
7. Mean Loss Reserve 2020: 1/2 [(4) + (5)]	164,480,602
8. Ratio (6) ÷ (1)	0.088
9. Ratio (7) ÷ (2)	0.098
10. Loss Reserve: 1/2 [(8) + (9)]	0.093
11. Ratio of LAE Reserves to Loss Reserves (a)	0.607
12. Ratio of Incurred LAE to Incurred Losses (a)	0.147
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.130

(a) Based on 2020 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2020	$54,400,668	$1,976,917,609	2.75%

(a) Based on 2020 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2020 All-Industry Balance Sheet Exhibit (source: A.M. Best)

CAPITAL GAINS OR LOSSES AS A PERCENT OF MEAN ASSETS
(all amounts in thousands of dollars)

Calendar Year	Mean Total Admitted Assets 2-Year Average	Realized Capital Gains Amount	Realized Capital Gains Percent
2011	1,366,568,026	7,563,305	0.55%
2012	1,400,656,619	9,035,405	0.65%
2013	1,473,600,834	12,163,890	0.83%
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,677,816,556	15,729,084	0.94%
2018	1,734,515,010	10,838,276	0.62%
2019	1,824,321,177	11,251,553	0.62%
2020	1,976,917,609	10,937,297	0.55%
	16,162,826,752	107,585,888	0.67%

Source: Best's Aggregates & Averages--various editions

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

2020
Column 2:

Bonds			
	Taxable (Lines 1 + 1.2)	$28,339,436	0.210
	Non-Taxable (Lines 1.1 + 1.3)	7,246,012	-
	Sub-Total	$35,585,448	0.167
Stocks			
	Taxable (Lines 2.1 + 2.2)	$8,494,491	0.105 (A)
	Non-Taxable (Lines 2.11 + 2.21)	2,429,550	-
	Sub-Total	$10,924,041	0.082
Mortgage Loans (Line 3)		$1,029,624	
Real Estate (Line 4)		1,999,576	
Contract Loans (Line 5)		17,597	
Cash/Short Term Investments (Line 6)		820,107	
Derivative Instruments (Line 7)		(183,091)	
All Other (Lines 8 + 9)		10,043,526	
	Sub-Total	$13,727,339	0.210
	Total	$60,236,828	0.161
Investment Deductions (Line 16)		$5,836,159	0.210
Net Investment Income Earned		$54,400,669	0.156

(A) Only 50% of dividend income on stock is subject to the full corporate income tax rate of 21%. The applicable tax rate is thus 10.5% (.21 x .50 = .105).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1. Direct Earned Premium for Accident Year Ended 12/31/2021		$3,827,116,200
2. Mean Unearned Premium Reserve	0.303 x (1)	1,159,616,209
3. Deduction for Prepaid Expenses		
Commission and Brokerage Expense		8.10%
Taxes, Licenses and Fees		1.92%
50% of Other Acquisition Expense		4.70%
50% of Company Operating Expense		3.40%
Total		18.12%
4. (2) x (3)		210,122,457
5. Net Subject to Investment (2) - (4)		949,493,752

B. Delayed Remission of Premium (Agents' Balances)

1. Direct Earned Premium (A-1)	$3,827,116,200
2. Average Agents' Balances	0.206
3. Delayed Remission (1) x (2)	788,385,937

C. Loss Reserve

1. Direct Earned Premium (A-1)		$3,827,116,200
2. Expected Incurred Losses and Loss Adjustment 0.650 x (1)		2,487,625,530
3. Expected Mean Loss Reserves	0.880 x (2)	2,189,110,466

D. Net Subject to Investment (A-5) - (B-3) + (C-3)	2,350,218,281
E. Average Rate of Return	2.63%
F. Investment Earnings on Net Subject to Investment (D) x (E)	61,810,741
G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1)	1.62%
H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) 0.844	1.37%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the total limits earned premiums at present voluntary manual level for Private Passenger Automobile Bodily Injury and Property Damage Liability and Medical Payments Insurance for all companies writing private passenger automobile insurance in North Carolina for the latest accident year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2021 for all companies writing Private Passenger Automobile Liability insurance in North Carolina. These data are from statutory page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2021	$3,546,177,739
2. Unearned Premium Reserve as of 12/31/2020	1,061,694,316
3. Unearned Premium Reserve as of 12/31/2021	1,083,945,281
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,072,819,799
5. Ratio (4) ÷ (1)	0.303

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Liability insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2020 and 2021 Insurance Expense Exhibit for all companies writing private passenger liability insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 20.2% of net written premiums. The 20.2% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger liability premium (using data from Part III of the IEE) on the private passenger written liability premium for North Carolina private passenger liability insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2020 and 2021 industrywide data provided by the A.M. Best Company. The two factors combined amount to .206 (.202 x 1.020 = .206).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2020 and 2021 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2020	$2,180,922,172
2. Incurred Losses for Calendar Year 2021	2,514,679,428
3. Loss Reserves as of 12/31/2019	2,025,767,749
4. Loss Reserves as of 12/31/2020	2,001,558,429
5. Loss Reserves as of 12/31/2021	2,155,731,663
6. Mean Loss Reserve 2020: 1/2 [(3) + (4)]	2,013,663,089
7. Mean Loss Reserve 2021: 1/2 [(4) + (5)]	2,078,645,046
8. Ratio (6) ÷ (1)	0.923
9. Ratio (7) ÷ (2)	0.827
10. Loss Reserve: 1/2 [(8) + (9)]	0.875
11. Ratio of LAE Reserves to Loss Reserves (a)	0.172
12. Ratio of Incurred LAE to Incurred Losses (a)	0.166
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.880

(a) Based on 2021 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2021	$56,623,678	$2,156,812,439	2.63%

(a) Based on 2021 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2021 All-Industry Balance Sheet Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1. Direct Earned Premium for Accident Year Ended 12/31/2021		$3,551,995,706
2. Mean Unearned Premium Reserve	0.3 x (1)	1,065,598,712
3. Deduction for Prepaid Expenses		
Commission and Brokerage Expense		8.30%
Taxes, Licenses and Fees		1.92%
50% of Other Acquisition Expense		4.40%
50% of Company Operating Expense		2.80%
Total		17.42%
4. (2) x (3)		185,627,296
5. Net Subject to Investment (2) - (4)		879,971,416

B. Delayed Remission of Premium (Agents' Balances)

1. Direct Earned Premium (A-1)	$3,551,995,706
2. Average Agents' Balances	0.199
3. Delayed Remission (1) x (2)	706,847,145

C. Loss Reserve

1. Direct Earned Premium (A-1)		$3,551,995,706
2. Expected Incurred Losses and Loss Adjustment 0.651 x (1)		2,312,349,205
3. Expected Mean Loss Reserves	0.122 x (2)	282,106,603

D. Net Subject to Investment (A-5) - (B-3) + (C-3)	455,230,874
E. Average Rate of Return	2.63%
F. Investment Earnings on Net Subject to Investment (D) x (E)	11,972,572
G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1)	0.34%
H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) x 0.844	0.29%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the earned premiums at present manual level for Private Passenger Passenger Automobile Comprehensive and Collision Insurance for the latest calendar year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2021 for all companies writing Private Passenger Automobile Physical Damage insurance in North Carolina. These data are from statutory Page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2021	$3,449,695,328
2. Unearned Premium Reserve as of 12/31/2020	998,418,444
3. Unearned Premium Reserve as of 12/31/2021	1,068,472,108
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,033,445,276
5. Ratio (4) ÷ (1)	0.300

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Physical Damage insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2020 and 2021 Insurance Expense Exhibit for all companies writing private passenger physical damage insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.5% of net written premiums. The 19.5% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger physical damage premium (using data from Part III of the IEE) on the private passenger written physical damage premium for North Carolina private passenger physical damage insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.020 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.020 is based on 2020 and 2021 industrywide data provided by the A.M. Best Company. The two factors combined amount to .199 (.195 x 1.020 = .199).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2020 and 2021 for Automobile Physical Damage insurance. This ratio is based on North Carolina companies' Page 15 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2020	$1,683,907,991
2. Incurred Losses for Calendar Year 2021	2,141,375,667
3. Loss Reserves as of 12/31/2019	159,883,937
4. Loss Reserves as of 12/31/2020	169,077,267
5. Loss Reserves as of 12/31/2021	215,550,909
6. Mean Loss Reserve 2020: 1/2 [(3) + (4)]	164,480,602
7. Mean Loss Reserve 2021: 1/2 [(4) + (5)]	192,314,088
8. Ratio (6) ÷ (1)	0.098
9. Ratio (7) ÷ (2)	0.090
10. Loss Reserve: 1/2 [(8) + (9)]	0.094
11. Ratio of LAE Reserves to Loss Reserves (a)	0.453
12. Ratio of Incurred LAE to Incurred Losses (a)	0.118
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.122

(a) Based on 2021 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
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PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2021	$56,623,678	$2,156,812,439	2.63%

(a) Based on 2021 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2021 All-Industry Balance Sheet Exhibit (source: A.M. Best)

CAPITAL GAINS OR LOSSES AS A PERCENT OF MEAN ASSETS
(all amounts in thousands of dollars)

Calendar Year	Mean Total Admitted Assets 2-Year Average	Realized Capital Gains Amount	Realized Capital Gains Percent
2012	1,400,656,619	9,035,405	0.65%
2013	1,473,600,834	12,163,890	0.83%
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,677,816,556	15,729,084	0.94%
2018	1,734,515,010	10,838,276	0.62%
2019	1,824,321,177	11,251,553	0.62%
2020	1,976,917,609	10,937,297	0.55%
2021	2,156,812,439	18,157,244	0.84%
	16,953,071,165	118,179,827	0.70%

Source: Best's Aggregates & Averages--various editions

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

2021
Column 2:

Bonds			
	Taxable (Lines 1 + 1.2)	$27,544,890	0.210
	Non-Taxable (Lines 1.1 + 1.3)	6,758,330	-
	Sub-Total	$34,303,220	0.169
Stocks			
	Taxable (Lines 2.1 + 2.2)	$9,209,605	0.105 (A)
	Non-Taxable (Lines 2.11 + 2.21)	3,215,338	-
	Sub-Total	$12,424,943	0.078
Mortgage Loans (Line 3)		$1,149,755	
Real Estate (Line 4)		1,995,897	
Contract Loans (Line 5)		91	
Cash/Short Term Investments (Line 6)		139,788	
Derivative Instruments (Line 7)		46,945	
All Other (Lines 8 + 9)		12,669,731	
	Sub-Total	$16,002,207	0.210
	Total	$62,730,370	0.161
Investment Deductions (Line 16)		$6,106,693	0.210
Net Investment Income Earned		$56,623,677	0.156

(A) Only 50% of dividend income on stock is subject to the full corporate income tax rate of 21%. The applicable tax rate is thus 10.5% (.21 x .50 = .105).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2022		$4,167,453,697
2.	Mean Unearned Premium Reserve	0.306 x (1)	1,275,240,831
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		7.70%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		4.75%
	50% of Company Operating Expense		3.45%
	Total		17.82%
4.	(2) x (3)		227,247,916
5.	Net Subject to Investment (2) - (4)		1,047,992,915

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$4,167,453,697
2.	Average Agents' Balances	0.206
3.	Delayed Remission (1) x (2)	858,495,462

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$4,167,453,697
2.	Expected Incurred Losses and Loss Adjustment 0.653 x (1)		2,721,347,264
3.	Expected Mean Loss Reserves	0.813 x (2)	2,212,455,326

D. Net Subject to Investment (A-5) - (B-3) + (C-3) 2,401,952,779

E. Average Rate of Return 3.24%

F. Investment Earnings on Net Subject to Investment (D) x (E) 77,823,270

G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1) 1.87%

H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) 0.832 1.56%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the total limits earned premiums at present voluntary manual level for Private Passenger Automobile Bodily Injury and Property Damage Liability and Medical Payments Insurance for the companies included in this filing writing private passenger automobile insurance in North Carolina for the accident year shown.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2022 for all companies writing Private Passenger Automobile Liability insurance in North Carolina. These data are from statutory page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2022	$3,677,712,133
2. Unearned Premium Reserve as of 12/31/2021	1,083,945,281
3. Unearned Premium Reserve as of 12/31/2022	1,167,232,421
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,125,588,851
5. Ratio (4) ÷ (1)	0.306

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Liability insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2021 and 2022 Insurance Expense Exhibit for all companies writing private passenger liability insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 20.2% of net written premiums. The 20.2% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger liability premium (using data from Part III of the IEE) on the private passenger written liability premium for North Carolina private passenger liability insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.019 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.019 is based on 2021 and 2022 industrywide data provided by the A.M. Best Company. The two factors combined amount to .206 (.202 x 1.019 = .206).

Line C-2

The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3

The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2021 and 2022 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2021	$2,514,679,428
2. Incurred Losses for Calendar Year 2022	3,011,765,854
3. Loss Reserves as of 12/31/2020	2,001,558,429
4. Loss Reserves as of 12/31/2021	2,155,731,663
5. Loss Reserves as of 12/31/2022	2,370,498,843
6. Mean Loss Reserve 2021: 1/2 [(3) + (4)]	2,078,645,046
7. Mean Loss Reserve 2022: 1/2 [(4) + (5)]	2,263,115,253
8. Ratio (6) ÷ (1)	0.827
9. Ratio (7) ÷ (2)	0.751
10. Loss Reserve: 1/2 [(8) + (9)]	0.789
11. Ratio of LAE Reserves to Loss Reserves (a)	0.178
12. Ratio of Incurred LAE to Incurred Losses (a)	0.143
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.813

(a) Based on 2022 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2022	$72,872,018	$2,252,298,716	3.24%

(a) Based on 2022 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2022 All-Industry Balance Sheet Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2022		$3,963,221,036
2.	Mean Unearned Premium Reserve	0.306 x (1)	1,212,745,637
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		8.10%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		4.25%
	50% of Company Operating Expense		3.15%
	Total		17.42%
4.	(2) x (3)		211,260,290
5.	Net Subject to Investment (2) - (4)		1,001,485,347

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$3,963,221,036
2.	Average Agents' Balances	0.195
3.	Delayed Remission (1) x (2)	772,828,102

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$3,963,221,036
2.	Expected Incurred Losses and Loss Adjustment 0.649 x (1)		2,572,130,452
3.	Expected Mean Loss Reserves	0.119 x (2)	306,083,524

D. Net Subject to Investment (A-5) - (B-3) + (C-3)	534,740,769
E. Average Rate of Return	3.24%
F. Investment Earnings on Net Subject to Investment (D) x (E)	17,325,601
G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1)	0.44%
H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) x 0.832	0.37%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the earned premiums at present manual level for Private Passenger Passenger Automobile Comprehensive and Collision Insurance for the latest calendar year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2022 for all companies writing Private Passenger Automobile Physical Damage insurance in North Carolina. These data are from statutory Page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2022	$3,715,046,450
2. Unearned Premium Reserve as of 12/31/2021	1,068,472,108
3. Unearned Premium Reserve as of 12/31/2022	1,206,221,174
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,137,346,641
5. Ratio (4) ÷ (1)	0.306

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Physical Damage insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2021 and 2022 Insurance Expense Exhibit for all companies writing private passenger physical damage insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.1% of net written premiums. The 19.1% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger physical damage premium (using data from Part III of the IEE) on the private passenger written physical damage premium for North Carolina private passenger physical damage insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.019 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.019 is based on 2021 and 2022 industrywide data provided by the A.M. Best Company. The two factors combined amount to .195 (.191 x 1.019 = .195).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2021 and 2022 for Automobile Physical Damage insurance. This ratio is based on North Carolina companies' Page 15 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2021	$2,141,375,667
2. Incurred Losses for Calendar Year 2022	2,631,027,809
3. Loss Reserves as of 12/31/2020	169,077,267
4. Loss Reserves as of 12/31/2021	215,550,909
5. Loss Reserves as of 12/31/2022	297,147,174
6. Mean Loss Reserve 2021: 1/2 [(3) + (4)]	192,314,088
7. Mean Loss Reserve 2022: 1/2 [(4) + (5)]	256,349,042
8. Ratio (6) ÷ (1)	0.090
9. Ratio (7) ÷ (2)	0.097
10. Loss Reserve: 1/2 [(8) + (9)]	0.094
11. Ratio of LAE Reserves to Loss Reserves (a)	0.393
12. Ratio of Incurred LAE to Incurred Losses (a)	0.102
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.119

(a) Based on 2022 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2022	$72,872,018	$2,252,298,716	3.24%

(a) Based on 2022 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2022 All-Industry Balance Sheet Exhibit (source: A.M. Best)

CAPITAL GAINS OR LOSSES AS A PERCENT OF MEAN ASSETS
(all amounts in thousands of dollars)

Calendar Year	Mean Total Admitted Assets 2-Year Average	Realized Capital Gains Amount	Realized Capital Gains Percent
2013	1,473,600,834	12,163,890	0.83%
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,677,816,556	15,729,084	0.94%
2018	1,734,515,010	10,838,276	0.62%
2019	1,824,321,177	11,251,553	0.62%
2020	1,976,917,609	10,937,297	0.55%
2021	2,156,812,439	18,157,244	0.84%
2022	2,252,298,716	2,028,157	0.09%
	17,804,713,263	111,172,579	0.62%

Source: Best's Aggregates & Averages--various editions

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

2022
Column 2:

Bonds			
	Taxable (Lines 1 + 1.2)	$31,344,552	0.210
	Non-Taxable (Lines 1.1 + 1.3)	6,002,744	-
	Sub-Total	$37,347,296	0.176
Stocks			
	Taxable (Lines 2.1 + 2.2)	$10,535,257	0.105 (A)
	Non-Taxable (Lines 2.11 + 2.21)	3,239,275	-
	Sub-Total	$13,774,532	0.080
Mortgage Loans (Line 3)		$1,409,516	
Real Estate (Line 4)		1,933,525	
Contract Loans (Line 5)		202	
Cash/Short Term Investments (Line 6)		1,968,882	
Derivative Instruments (Line 7)		112,071	
All Other (Lines 8 + 9)		22,739,012	
	Sub-Total	$28,163,208	0.210
	Total	$79,285,036	0.172
Investment Deductions (Line 16)		$6,413,018	0.210
Net Investment Income Earned		$72,872,018	0.168

(A) Only 50% of dividend income on stock is subject to the full corporate income tax rate of 21%. The applicable tax rate is thus 10.5% (.21 x .50 = .105).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2023		$4,212,351,107
2.	Mean Unearned Premium Reserve	0.312 x (1)	1,314,253,545
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		7.20%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		4.55%
	50% of Company Operating Expense		3.45%
	Total		17.12%
4.	(2) x (3)		225,000,207
5.	Net Subject to Investment (2) - (4)		1,089,253,338

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$4,212,351,107
2.	Average Agents' Balances	0.194
3.	Delayed Remission (1) x (2)	817,196,115

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$4,212,351,107
2.	Expected Incurred Losses and Loss Adjustment 0.662 x (1)		2,788,576,433
3.	Expected Mean Loss Reserves	0.755 x (2)	2,105,375,207

D. Net Subject to Investment (A-5) - (B-3) + (C-3) 2,377,432,430

E. Average Rate of Return 3.21%

F. Investment Earnings on Net Subject to Investment (D) x (E) 76,315,581

G. Average Rate of Return as a Percent of Direct Earned Premium (F) / (A-1) 1.81%

H. Average Rate of Return as a Percent of Direct Earned Premium After Federal Income Taxes (G) 0.828 1.50%

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1

Direct earned premiums are the total limits earned premiums at present voluntary manual level for Private Passenger Automobile Bodily Injury and Property Damage Liability and Medical Payments Insurance for the companies included in this filing writing private passenger automobile insurance in North Carolina for the accident year shown.

Line A-2

The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2023 for all companies writing Private Passenger Automobile Liability insurance in North Carolina. These data are from statutory page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2023	$3,936,803,708
2. Unearned Premium Reserve as of 12/31/2022	1,167,232,421
3. Unearned Premium Reserve as of 12/31/2023	1,290,377,326
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,228,804,874
5. Ratio (4) ÷ (1)	0.312

Line A-3

Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Liability insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2

Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2022 and 2023 Insurance Expense Exhibit for all companies writing private passenger liability insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.1% of net written premiums. The 19.1% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger liability premium (using data from Part III of the IEE) on the private passenger written liability premium for North Carolina private passenger liability insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.018 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.018 is based on 2022 and 2023 industrywide data provided by the A.M. Best Company. The two factors combined amount to .194 (.191 x 1.018 = .194).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2022 and 2023 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2022	$3,011,765,854
2. Incurred Losses for Calendar Year 2023	3,392,936,015
3. Loss Reserves as of 12/31/2021	2,155,731,663
4. Loss Reserves as of 12/31/2022	2,370,498,843
5. Loss Reserves as of 12/31/2023	2,719,554,597
6. Mean Loss Reserve 2022: 1/2 [(3) + (4)]	2,263,115,253
7. Mean Loss Reserve 2023: 1/2 [(4) + (5)]	2,545,026,720
8. Ratio (6) ÷ (1)	0.751
9. Ratio (7) ÷ (2)	0.750
10. Loss Reserve: 1/2 [(8) + (9)]	0.751
11. Ratio of LAE Reserves to Loss Reserves (a)	0.156
12. Ratio of Incurred LAE to Incurred Losses (a)	0.150
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.755

(a) Based on 2023 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2023	$74,043,875	$2,309,648,489	3.21%

(a) Based on 2023 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2023 All-Industry Balance Sheet Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES
AND ON LOSS RESERVES

A. Unearned Premium Reserve

1.	Direct Earned Premium for Accident Year Ended 12/31/2023		$4,082,011,234
2.	Mean Unearned Premium Reserve	0.308 x (1)	1,257,259,460
3.	Deduction for Prepaid Expenses		
	Commission and Brokerage Expense		8.00%
	Taxes, Licenses and Fees		1.92%
	50% of Other Acquisition Expense		3.95%
	50% of Company Operating Expense		3.10%
	Total		16.97%
4.	(2) x (3)		213,356,930
5.	Net Subject to Investment (2) - (4)		1,043,902,530

B. Delayed Remission of Premium (Agents' Balances)

1.	Direct Earned Premium (A-1)	$4,082,011,234
2.	Average Agents' Balances	0.194
3.	Delayed Remission (1) x (2)	791,910,179

C. Loss Reserve

1.	Direct Earned Premium (A-1)		$4,082,011,234
2.	Expected Incurred Losses and Loss Adjustment 0.657 x (1)		2,681,881,381
3.	Expected Mean Loss Reserves	0.127 x (2)	340,598,935

D. Net Subject to Investment (A-5) - (B-3) + (C-3) 592,591,286

E. Average Rate of Return 3.21%

F. Investment Earnings on Net Subject to Investment (D) x (E) 19,022,180

G. Average Rate of Return as a Percent of Direct Earned Premium 0.47%
(F) / (A-1)

H. Average Rate of Return as a Percent of Direct 0.39%
Earned Premium After Federal Income Taxes
(G) x 0.828

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Direct earned premiums are the earned premiums at present manual level for Private Passenger Passenger Automobile Comprehensive and Collision Insurance for the latest calendar year.

Line A-2
The mean unearned premium reserve is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the collected earned premium for calendar year ended 12/31/2023 for all companies writing Private Passenger Automobile Physical Damage insurance in North Carolina. These data are from statutory Page 14 of the Annual Statement.

1. Collected Earned Premium for Calendar Year ended 12/31/2023	$4,234,126,488
2. Unearned Premium Reserve as of 12/31/2022	1,206,221,174
3. Unearned Premium Reserve as of 12/31/2023	1,399,279,215
4. Mean Unearned Premium Reserve 1/2 [(2) + (3)]	1,302,750,195
5. Ratio (4) ÷ (1)	0.308

Line A-3
Deduction for prepaid expenses:
Production costs and a large part of the other company expenses in connection with the writing and handling of Private Passenge Automobile Physical Damage insurance policies, exclusive of claim adjustment expenses, are incurred when the policy is written and before the premium is paid. Therefore, the deduction for these expenses is determined by use of the provisions for expenses used in our ratemaking procedures as shown.

Line B-2
Delayed remission of premium:
This deduction is necessary because of delay in collection and remission of premium to the companies, which amounts to approximately 50-75 days after the effective dates of the policies. Therefore, funds for the unearned premium reserve required during the initial days of all policies must be taken from the company's surplus.

Based on the 2022 and 2023 Insurance Expense Exhibit for all companies writing private passenger physical damage insurance in North Carolina, agent's balances for premiums due less than 90 days amount to 19.1% of net written premiums. The 19.1% is based on a procedure that weighs the percent of countrywide agents balances relative to countrywide private passenger physical damage premium (using data from Part III of the IEE) on the private passenger written physical damage premium for North Carolina private passenger physical damage insurance (as shown on statutory Page 14 of the Annual Statement).

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

The above percentage must be multiplied by a factor of 1.018 to include the effect of agents balances or uncollected premiums overdue for more than 90 days. The 1.018 is based on 2022 and 2023 industrywide data provided by the A.M. Best Company. The two factors combined amount to .194 (.191 x 1.018 = .194).

Line C-2
The expected loss and loss adjustment ratio reflects the expense provisions used in this filing.

Line C-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2022 and 2023 for Automobile Physical Damage insurance. This ratio is based on North Carolina companies' Page 15 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2022	$2,631,027,809
2. Incurred Losses for Calendar Year 2023	2,787,997,753
3. Loss Reserves as of 12/31/2021	215,550,909
4. Loss Reserves as of 12/31/2022	297,147,174
5. Loss Reserves as of 12/31/2023	283,695,044
6. Mean Loss Reserve 2022: 1/2 [(3) + (4)]	256,349,042
7. Mean Loss Reserve 2023: 1/2 [(4) + (5)]	290,421,109
8. Ratio (6) ÷ (1)	0.097
9. Ratio (7) ÷ (2)	0.104
10. Loss Reserve: 1/2 [(8) + (9)]	0.101
11. Ratio of LAE Reserves to Loss Reserves (a)	0.388
12. Ratio of Incurred LAE to Incurred Losses (a)	0.106
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.127

(a) Based on 2023 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The rate of return is the ratio of net investment income earned to mean cash and invested assets. Net investment income is computed for all companies writing private passenger automobile insurance in North Carolina as follows:

Year	Net Investment Income Earned (In Thousands of Dollars) (a)	Mean Cash and Invested Assets (In Thousands of Dollars) (b)	Rate of Return
2023	$74,043,875	$2,309,648,489	3.21%

(a) Based on 2023 All-Industry Statement of Income (source: A.M. Best)
(b) Based on 2023 All-Industry Balance Sheet Exhibit (source: A.M. Best)

CAPITAL GAINS OR LOSSES AS A PERCENT OF MEAN ASSETS
(all amounts in thousands of dollars)

Calendar Year	Mean Total Admitted Assets 2-Year Average	Realized Capital Gains Amount	Realized Capital Gains Percent
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,677,816,556	15,729,084	0.94%
2018	1,734,515,010	10,838,276	0.62%
2019	1,824,321,177	11,251,553	0.62%
2020	1,976,917,609	10,937,297	0.55%
2021	2,156,812,439	18,157,244	0.84%
2022	2,252,298,716	2,028,157	0.09%
2023	2,309,648,489	50,558,255	2.19%
	18,640,760,918	149,566,944	0.80%

Source: Best's Aggregates & Averages--various editions

ESTIMATED INVESTMENT EARNINGS ON UNEARNED
PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

2023
Column 2:

Bonds			
	Taxable (Lines 1 + 1.2)	$41,860,776	0.210
	Non-Taxable (Lines 1.1 + 1.3)	5,253,258	-
	Sub-Total	$47,114,034	0.187
Stocks			
	Taxable (Lines 2.1 + 2.2)	$9,387,280	0.105 (A)
	Non-Taxable (Lines 2.11 + 2.21)	3,585,207	-
	Sub-Total	$12,972,487	0.076
Mortgage Loans (Line 3)		$1,874,692	
Real Estate (Line 4)		1,839,683	
Contract Loans (Line 5)		3,099	
Cash/Short Term Investments (Line 6)		8,614,479	
Derivative Instruments (Line 7)		(329,254)	
All Other (Lines 8 + 9)		8,936,507	
	Sub-Total	$20,939,206	0.210
	Total	$81,025,727	0.175
Investment Deductions (Line 16)		$6,981,851	0.210
Net Investment Income Earned		$74,043,876	0.172

(A) Only 50% of dividend income on stock is subject to the full corporate income tax rate of 21%. The applicable tax rate is thus 10.5% (.21 x .50 = .105).

The data available to the Rate Bureau to estimate the requested length of time is the yearly paid and incurred total limits liability loss development data contained on RB2, pages 158-160 and RB2, pages 166-168. The combined BI, PD and Med Pay data on a paid and incurred basis is shown on RB2, pages 355 and 356. Page RB2-354 shows the liability incurred losses for immature accident years on an ultimate basis using the latest three-year average loss development factor.

The accident year data for any given year 20XX has an average date of accident of July 1, 20XX. By taking the ratio of paid losses to ultimate incurred losses as shown on the following pages, the percentage of liability losses paid in each year is estimated.

It is next necessary to determine an estimate for the average payment date (months) of the losses paid in each interval. Such data are not available for North Carolina. Such data are available for Massachusetts and are set forth below for the purpose of showing how this analysis would be completed for North Carolina if North Carolina data were available. The following data is personal auto liability data for the state of Massachusetts as contained in the Massachusetts Automobile Rate Bureau's 1990 filing. Since the Rate Bureau is advised by ISO that Massachusetts payment patterns are longer than North Carolina's, the results of this analysis (based on Massachusetts payment patterns) overstate the average length of time between occurrence and payment.

The result of this analysis is shown below:

Period Month-to-Month	Percentage Paid in Period (a)	(b)	Massachusetts Average Payment Date (months)
0-15	67.0%	64.4%	9.3
15-27	20.0%	21.7%	20.3
27-39	7.3%	7.7%	32.4
39-51	3.8%	4.0%	44.3
51-63	1.2%	1.5%	56.5
63-ult.	0.7%	0.7%	73.4

	(a)		(b)	
(1) Average Payment Date	15.5	months	16.0	months
(2) Average Date of Accident	6.0	months	6.0	months
(3) Average Length of Time between Occurrence and Payment [(1)-(2)]	9.5	months	10.0	months

(a) Based on the average of the three earliest accident year points.
(b) Based on the average of the three latest accident year points.

Based on this analysis the average length of time between occurrence and payment of a liability claim has increased by 0.5 months over this period.

NORTH CAROLINA

ULTIMATE INCURRED LOSSES

LIABILITY

Accident Year	Losses (a)
2010	1,551,799,127
2011	1,561,192,671
2012	1,607,002,358
2013	1,650,138,033
2014	1,727,879,487
2015	1,908,729,560
2016	2,079,842,843
2017	2,073,292,516
2018	2,106,257,018
2019	2,257,101,602
2020	1,899,867,982
2021	2,346,325,847
2022	2,340,872,014
2023	2,580,638,256

(a) Total limits Bodily Injury, Property Damage and Medical Payments combined. 63 months is considered ultimate.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

B.I., P.D., Med.Pay. Combined Total Limits Paid Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					1,541,257,977
2011				1,531,806,602	1,551,842,254
2012			1,515,406,374	1,576,952,770	1,595,862,690
2013		1,440,319,038	1,559,249,697	1,620,566,868	1,641,156,251
2014	1,161,900,163	1,499,653,283	1,623,966,214	1,690,379,214	1,715,265,972
2015	1,270,104,337	1,659,892,327	1,798,352,209	1,872,344,917	1,898,745,478
2016	1,397,804,538	1,807,776,288	1,960,475,167	2,035,554,130	2,058,725,451
2017	1,407,843,007	1,814,037,974	1,960,266,585	2,029,855,224	2,060,070,820
2018	1,401,022,224	1,838,750,121	1,986,023,022	2,066,429,614	2,081,531,134
2019	1,508,869,869	1,943,846,249	2,123,008,311	2,198,766,586	2,246,968,278
2020	1,226,803,186	1,628,632,877	1,766,982,115	1,861,622,704	
2021	1,476,019,149	2,013,020,234	2,212,088,396		
2022	1,531,938,373	2,029,575,711			
2023	1,674,857,596				

Ratio of Paid to Ultimate Incurred

Accident Year	0-15 Mo.	15-27 Mo.	27-39 Months	39-51 Months	51-63 Months
2010					0.993
2011				0.981	0.994
2012			0.943	0.981	0.993
2013		0.873	0.945	0.982	0.995
2014	0.672	0.868	0.940	0.978	0.993
2015	0.665	0.870	0.942	0.981	0.995
2016	0.672	0.869	0.943	0.979	0.990
2017	0.679	0.875	0.945	0.979	0.994
2018	0.665	0.873	0.943	0.981	0.988
2019	0.668	0.861	0.941	0.974	0.996
2020	0.646	0.857	0.930	0.980	
2021	0.629	0.858	0.943		
2022	0.654	0.867			
2023	0.649				
Earliest Three Year Avg	0.670	0.870	0.943	0.981	0.993
Latest Three Year Avg	0.644	0.861	0.938	0.978	0.993

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

B.I., P.D., Med.Pay. Combined Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					1,551,799,127
2011				1,561,750,142	1,561,192,671
2012			1,604,837,426	1,607,255,739	1,607,002,358
2013		1,623,517,756	1,642,160,997	1,649,694,565	1,650,138,033
2014	1,607,675,920	1,691,480,167	1,715,153,477	1,726,821,645	1,727,879,487
2015	1,741,816,502	1,861,705,062	1,900,920,157	1,909,546,157	1,908,729,560
2016	1,893,045,471	2,027,320,960	2,064,261,832	2,071,936,491	2,079,842,843
2017	1,888,138,613	2,021,308,871	2,054,189,682	2,073,780,636	2,073,292,516
2018	1,890,660,544	2,048,488,885	2,085,278,605	2,103,708,078	2,106,257,018
2019	2,019,553,563	2,172,239,160	2,226,400,329	2,236,903,558	2,257,101,602
2020	1,657,758,490	1,816,708,332	1,856,466,415	1,894,185,426	
2021	1,988,026,152	2,235,463,612	2,313,930,816		
2022	2,020,231,149	2,248,676,286			
2023	2,230,456,574				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.000
2012			1.002	1.000
2013		1.011	1.005	1.000
2014	1.052	1.014	1.007	1.001
2015	1.069	1.021	1.005	1.000
2016	1.071	1.018	1.004	1.004
2017	1.071	1.016	1.010	1.000
2018	1.083	1.018	1.009	1.001
2019	1.076	1.025	1.005	1.009
2020	1.096	1.022	1.020	
2021	1.124	1.035		
2022	1.113			
Five Year Average	1.098	1.023	1.010	1.003
Three Year Average	1.111	1.027	1.011	1.003

	Five Year	Three Year
39 to 63 months:	1.013	1.014
27 to 63 months:	1.036	1.041
15 to 63 months:	1.138	1.157

Losses exclude unallocated loss adjustment expense.

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 ASSETS

	Net Admitted Assets
1 Bonds (Schedule D)	191,165,709,646
2 Stocks (Schedule D):	
2.1 Preferred stocks	911,106,516
2.2 Common stocks	249,769,766,291
3 Mortgage loans on real estate (Schedule B):	
3.1 First liens	5,355,391,146
3.2 Other than first liens	0
4 Real estate (Schedule A):	
4.1 Properties occupied by the company (less $0 encumbrances)	2,547,095,036
4.2 Properties held for the production of income (less $47,074,960 encumbrances)	236,406,991
4.3 Properties held for sale (less $29,556,412 encumbrances)	90,987,512
5 Cash ($-4,377,076,613, Schedule E-Part 1), cash equivalents ($12,881,630,782, Schedule E-Part 2) and short-term investments ($3,183,627,062, Schedule DA)	11,688,181,236
6 Contract loans (including $0 premium notes)	0
7 Derivatives (Schedule DB)	44,540,341
8 Other invested assets (Schedule BA)	42,892,573,671
9 Receivables for securities	192,038,350
10 Securities lending reinvested collateral assets (Schedule DL)	2,533,496,702
11 Aggregate write-ins for invested assets	14,864,992
12 Subtotals, cash and invested assets (Lines 1 to 11)	507,442,158,431
13 Title plants less $0 charged off (for Title insurers only)	0
14 Investment income due and accrued	1,757,395,329
15 Premiums and considerations:	
15.1 Uncollected premiums and agents' balances in the course of collection	11,289,436,424
15.2 Deferred premiums, agents' balances and installments booked but deferred and not yet due (including $96,683,202 earned but unbilled premiums)	42,393,282,243
15.3 Accrued retrospective premiums	80,478,946
16 Reinsurance:	
16.1 Amounts recoverable from reinsurers	6,621,909,733
16.2 Funds held by or deposited with reinsured companies	142,989,480
16.3 Other amounts receivable under reinsurance contracts	156,003,816
17 Amounts receivable relating to uninsured plans	105,407
18.1 Current federal and foreign income tax recoverable and interest thereon	3,257,468,819
18.2 Net deferred tax asset	5,035,611,644
19 Guaranty funds receivable or on deposit	99,035,136
20 Electronic data processing equipment and software	872,188,805
21 Furniture and equipment, including health care delivery assets ($0)	193
22 Net adjustment in assets and liabilities due to foreign exchange rates	739
23 Receivables from parent, subsidiaries and affiliates	5,093,900,643
24 Health care ($0) and other amounts receivable	867,926
25 Aggregate write-ins for other than invested assets	5,674,404,795
26 Total assets excluding Separate Accounts, Segregated Accounts and Protected Cell Accounts (Lines 12 to 25)	589,917,238,514
27 From Separate Accounts, Segregated Accounts and Protected Cell Accounts	
28 Total (Lines 26 and 27)	589,917,238,514
DETAILS OF WRITE-INS	
1101. Future investment income on loss reserves	1,971,734,822
2501. Other miscellaneous assets	3,702,669,973

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 LIABILITIES, SURPLUS AND OTHER FUNDS

1 Losses (Part 2A, Line 35, Column 8)	123,082,778,844
2 Reinsurance payable on paid losses and loss adjustment expenses (Schedule F, Part 1, Column 6)	2,903,044,440
3 Loss adjustment expenses (Part 2A, Line 35, Column 9)	26,588,238,392
4 Commissions payable, contingent commissions and other similar charges	1,594,690,159
5 Other expenses (excluding taxes, licenses and fees)	11,266,897,364
6 Taxes, licenses and fees (excluding federal and foreign income taxes)	1,113,720,487
7.1 Current federal and foreign income taxes (including $-45,168,995) on realized capital gains (losses)	134,728,065
7.2 Net deferred tax liability	12,938,988,534
8 Borrowed money $1,046,909,938 and interest thereon $1,131,381	1,048,041,319
9 Unearned premiums (Part 1A, Line 38, Column 5) (after deducting unearned premiums for ceded reinsurance of $44,383,242,303 and including warranty reserves of $7,129,735 and accrued accident and health experience rating refund including $0 for medical loss ratio rebate per the Public Health Service Act)	70,829,892,573
10 Advance premium	1,647,752,905
11 Dividends declared and unpaid:	
11.1 Stockholders	100,900,000
11.2 Policyholders	36,310,761
12 Ceded reinsurance premiums payable (net of ceding commissions)	15,125,068,029
13 Funds held by company under reinsurance treaties (Schedule F, Part 3, Column 19)	616,263,182
14 Amounts withheld or retained by company for account of others	5,160,633,964
15 Remittances and items not allocated	128,683,552
16 Provision for reinsurance (including $15,588,593 certified) (Schedule F, Part8)	278,247,632
17 Net adjustments in assets and liabilities due to foreign exchange rates	14,543,357
18 Drafts outstanding	1,700,979,904
19 Payable to parent, subsidiaries and affiliates	3,822,467,445
20 Derivatives	66,547,812
21 Payable for securities	1,187,399,031
22 Payable for securities lending	4,520,085,927
23 Liability for amounts held under uninsured plans	0
24 Capital notes $0 and interest thereon $0	
25 Aggregate write-ins for liabilities	7,553,633,371
26 Total liabilities excluding protected cell liabilities (Lines 1 through 25)	293,460,537,052
27 Protected cell liabilities	0
28 Total liabilities (Lines 26 and 27)	293,460,537,052
29 Aggregate write-ins for special surplus funds	103,999,630,693
30 Common capital stock	178,320,845
31 Preferred capital stock	500,075
32 Aggregate write-ins for other than special surplus funds	28,500,000
33 Surplus notes	4,345,284,482
34 Gross paid in and contributed surplus	24,069,197,840
35 Unassigned funds (surplus)	163,841,267,529
36 Less treasury stock, at cost:	
36.1 6,000,000 Shares common (value included in Line 30 $6,000,000)	6,000,000
36.2 0 Shares preferred (value included in Line 31 $0)	0
37 Surplus as regards policyholders (Lines 29 to 35, less 36) (Page 4, Line 39)	296,456,701,464
38 Totals (Page 2, Line 28, Col. 3)	589,917,238,518
DETAILS OF WRITE-INS	
2501. Miscellaneous conditional reserves	6,230,921
2901. Loss portfolio transfers	(2,042,391,391)
3201. Summary of remaining write-ins	9,589,793,841

NORTH CAROLINA

PRIVATE PASSENGER AUTO LIABILITY

AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 STATEMENT OF INCOME

UNDERWRITING INCOME	
1 Premiums earned (Part 1, Line 35, Column 4)	185,387,091,195
DEDUCTIONS:	
2 Losses incurred (Part 2, Line 35, Column 7)	146,591,112,467
3 Loss adjustment expenses incurred (Part 3, Line 25, Column 1)	18,923,416,283
4 Other underwriting expenses incurred (Part 3, Line 25, Column 2)	43,691,971,484
5 Aggregate write-ins for underwriting deductions	633,977,640
6 Total underwriting deductions (Lines 2 through 5)	209,840,477,875
7 Net income of protected cells	
8 Net underwriting gain (loss) (Line 1 minus Line 6 plus Line 7)	(24,453,386,681)
INVESTMENT INCOME	
9 Net investment income earned (Exhibit of Net Investment Income, Line 17)	11,775,848,240
10 Net realized capital gains (losses) less capital gains tax of $281,278,540 (Exhibit of Capital Gains (Losses))	(169,276,265)
11 Net investment gain (loss) (Lines 9 + 10)	11,606,571,980
OTHER INCOME	
12 Net gain (loss) from agents' or premium balances charged off (amount recovered $52,344,390 amount charged off $732,161,280)	(679,816,890)
13 Finance and service charges not included in premiums	960,416,906
14 Aggregate write-ins for miscellaneous income	661,250,170
15 Total other income (Lines 12 through 14)	941,850,186
16 Net income before dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Lines 8+11+15)	(11,904,964,519)
17 Dividends to policyholders	1,238,619,438
18 Net income, after dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Line 16 minus Line 17)	(13,143,583,957)
19 Federal and foreign income taxes incurred	(1,926,294,504)
20 Net income (Line 18 minus Line 19) (to Line 22)	(11,217,289,449)
CAPITAL AND SURPLUS ACCOUNT	
21 Surplus as regards policyholders, December 31 prior year (Page 4, Line 39, Column 2)	339,253,327,429
22 Net income (from Line 20)	(11,217,289,449)
23 Net transfers (to) from Protected Cell accounts	
24 Change in net unrealized capital gains or (losses) less capital gains tax of $-4,735,958,097	(26,249,403,814)
25 Change in net unrealized foreign exchange capital gain (loss)	(402,848,641)
26 Change in net deferred income tax	1,854,118,540
27 Change in nonadmitted assets (Exhibit of Nonadmitted Assets, Line 28, Col. 3)	(3,387,309,423)
28 Change in provision for reinsurance (Page 3, Line 16, Column 2 minus Column 1)	(8,710,026)
29 Change in surplus notes	(29,355,225)
30 Surplus (contributed to) withdrawn from protected cells	
31 Cumulative effect of changes in accounting principles	0
32 Capital changes:	
32.1 Paid in	0
32.2 Transferred from surplus (Stock dividend)	0
32.3 Transferred to surplus	0
33 Surplus adjustments:	
33.1 Paid in	1,603,070,000
33.2 Transferred to capital (Stock dividend)	0
33.3 Transferred from capital	0
34 Net remittances from or (to) Home office	0
35 Dividends to stockholders	(9,727,645,379)
36 Change in treasury stock (Page 3, Lines 36.1 and 36.2, Column 2 minus Column 1)	0
37 Aggregate write-ins for gains and losses in surplus	4,768,747,179
38 Change in surplus as regards policyholders for the year (Lines 22 through 37)	(42,796,626,236)
39 Surplus as regards policyholders, December 31 current year (Line 21 plus Line 38) (Page 3, Line 37)	296,456,701,194
DETAILS OF WRITE-INS	
501. Miscellaneous operating adjustments	4,768,747,179
1401. Change in conditional reserves	0
3701. Miscellaneous capital & surplus adjustment	0

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 ASSETS

	Net Admitted Assets
1 Bonds (Schedule D)	209,531,528,106
2 Stocks (Schedule D):	
2.1 Preferred stocks	915,876,353
2.2 Common stocks	273,421,850,712
3 Mortgage loans on real estate (Schedule B):	
3.1 First liens	6,298,847,628
3.2 Other than first liens	0
4 Real estate (Schedule A):	
4.1 Properties occupied by the company (less $0 encumbrances)	2,379,220,472
4.2 Properties held for the production of income (less $45,780,309 encumbrances)	262,355,807
4.3 Properties held for sale (less $0 encumbrances)	101,483,906
5 Cash ($-4,516,925,872, Schedule E-Part 1), cash equivalents ($13,282,871,632, Schedule E-Part 2) and short-term investments ($9,006,529,044, Schedule DA)	17,772,474,807
6 Contract loans (including $0 premium notes)	0
7 Derivatives (Schedule DB)	19,400,017
8 Other invested assets (Schedule BA)	45,136,461,764
9 Receivables for securities	311,223,460
10 Securities lending reinvested collateral assets (Schedule DL)	2,357,696,834
11 Aggregate write-ins for invested assets	180,321,072
12 Subtotals, cash and invested assets (Lines 1 to 11)	558,688,740,939
13 Title plants less $0 charged off (for Title insurers only)	
14 Investment income due and accrued	2,018,045,273
15 Premiums and considerations:	
15.1 Uncollected premiums and agents' balances in the course of collection	13,175,272,221
15.2 Deferred premiums, agents' balances and installments booked but deferred and not yet due (including $119,929,968 earned but unbilled premiums)	48,962,720,614
15.3 Accrued retrospective premiums	83,155,972
16 Reinsurance:	
16.1 Amounts recoverable from reinsurers	11,390,261,266
16.2 Funds held by or deposited with reinsured companies	115,691,230
16.3 Other amounts receivable under reinsurance contracts	161,168,733
17 Amounts receivable relating to uninsured plans	34,621
18.1 Current federal and foreign income tax recoverable and interest thereon	2,509,881,440
18.2 Net deferred tax asset	5,538,102,566
19 Guaranty funds receivable or on deposit	128,947,960
20 Electronic data processing equipment and software	834,969,901
21 Furniture and equipment, including health care delivery assets ($0)	0
22 Net adjustment in assets and liabilities due to foreign exchange rates	0
23 Receivables from parent, subsidiaries and affiliates	4,374,807,665
24 Health care ($0) and other amounts receivable	26,793
25 Aggregate write-ins for other than invested assets	7,142,322,045
26 Total assets excluding Separate Accounts, Segregated Accounts and Protected Cell Accounts (Lines 12 to 25)	655,124,149,244
27 From Separate Accounts, Segregated Accounts and Protected Cell Accounts	
28 Total (Lines 26 and 27)	655,124,149,244
DETAILS OF WRITE-INS	
1101. Future investment income on loss reserves	3,325,527,575
2501. Other miscellaneous assets	3,816,794,470

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 LIABILITIES, SURPLUS AND OTHER FUNDS

1 Losses (Part 2A, Line 35, Column 8)	139,320,450,563
2 Reinsurance payable on paid losses and loss adjustment expenses (Schedule F, Part 1, Column 6)	10,592,830,007
3 Loss adjustment expenses (Part 2A, Line 35, Column 9)	28,954,212,111
4 Commissions payable, contingent commissions and other similar charges	1,652,191,966
5 Other expenses (excluding taxes, licenses and fees)	11,181,767,097
6 Taxes, licenses and fees (excluding federal and foreign income taxes)	1,341,067,575
7.1 Current federal and foreign income taxes (including $139,603,073) on realized capital gains (losses)	57,961,104
7.2 Net deferred tax liability	15,173,853,659
8 Borrowed money $949,828,620 and interest thereon $547,865	950,376,485
9 Unearned premiums (Part 1A, Line 38, Column 5) (after deducting unearned premiums for ceded reinsurance of $47,885,014,077 and including warranty reserves of $10,210,295 and accrued accident and health experience rating refun including $0 for medical loss ratio rebate per the Public Health Service Act)	83,359,179,060
10 Advance premium	1,744,453,198
11 Dividends declared and unpaid:	
11.1 Stockholders	0
11.2 Policyholders	33,789,683
12 Ceded reinsurance premiums payable (net of ceding commissions)	14,514,488,528
13 Funds held by company under reinsurance treaties (Schedule F, Part 3, Column 19)	560,608,129
14 Amounts withheld or retained by company for account of others	5,791,540,131
15 Remittances and items not allocated	179,475,054
16 Provision for reinsurance (including $6,756,749 certified) (Schedule F, Part8)	455,614,338
17 Net adjustments in assets and liabilities due to foreign exchange rates	8,408,978
18 Drafts outstanding	1,834,806,194
19 Payable to parent, subsidiaries and affiliates	4,363,741,715
20 Derivatives	55,428,101
21 Payable for securities	1,089,124,618
22 Payable for securities lending	4,219,813,539
23 Liability for amounts held under uninsured plans	0
24 Capital notes $0 and interest thereon $0	
25 Aggregate write-ins for liabilities	7,954,297,147
26 Total liabilities excluding protected cell liabilities (Lines 1 through 25)	335,389,478,975
27 Protected cell liabilities	
28 Total liabilities (Lines 26 and 27)	335,389,478,975
29 Aggregate write-ins for special surplus funds	111,641,240,584
30 Common capital stock	178,320,845
31 Preferred capital stock	500,075
32 Aggregate write-ins for other than special surplus funds	28,500,000
33 Surplus notes	4,345,931,640
34 Gross paid in and contributed surplus	35,180,158,775
35 Unassigned funds (surplus)	168,366,018,353
36 Less treasury stock, at cost:	
36.1 6,000,000 Shares common (value included in Line 30 $6,000,000)	6,000,000
36.2 0 Shares preferred (value included in Line 31 $0)	0
37 Surplus as regards policyholders (Lines 29 to 35, less 36) (Page 4, Line 39)	319,734,670,271
38 Totals (Page 2, Line 28, Col. 3)	655,124,149,244
DETAILS OF WRITE-INS	
2501. Miscellaneous conditional reserves	5,607,261
2901. Loss portfolio transfers	(2,052,099,502)
3201. Summary of remaining write-ins	10,000,789,388

NORTH CAROLINA

PRIVATE PASSENGER AUTO LIABILITY

AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 STATEMENT OF INCOME

UNDERWRITING INCOME	
1 Premiums earned (Part 1, Line 35, Column 4)	223,583,287,265
DEDUCTIONS:	
2 Losses incurred (Part 2, Line 35, Column 7)	171,248,434,996
3 Loss adjustment expenses incurred (Part 3, Line 25, Column 1)	22,260,053,049
4 Other underwriting expenses incurred (Part 3, Line 25, Column 2)	49,358,647,847
5 Aggregate write-ins for underwriting deductions	(293,531,230)
6 Total underwriting deductions (Lines 2 through 5)	242,573,604,667
7 Net income of protected cells	
8 Net underwriting gain (loss) (Line 1 minus Line 6 plus Line 7)	(18,990,317,403)
INVESTMENT INCOME	
9 Net investment income earned (Exhibit of Net Investment Income, Line 17)	13,552,823,529
10 Net realized capital gains (losses) less capital gains tax of $477,493,085 (Exhibit of Capital Gains (Losses))	1,823,033,123
11 Net investment gain (loss) (Lines 9 + 10)	15,375,856,655
OTHER INCOME	
12 Net gain (loss) from agents' or premium balances charged off (amount recovered $99,675,966 amount charged off $918,218,727)	(818,542,763)
13 Finance and service charges not included in premiums	1,132,090,827
14 Aggregate write-ins for miscellaneous income	504,900,501
15 Total other income (Lines 12 through 14)	818,448,566
16 Net income before dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Lines 8+11+15)	(2,796,012,184)
17 Dividends to policyholders	1,211,362,033
18 Net income, after dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Line 16 minus Line 17)	(4,007,374,219)
19 Federal and foreign income taxes incurred	(781,811,644)
20 Net income (Line 18 minus Line 19) (to Line 22)	(3,225,562,569)
CAPITAL AND SURPLUS ACCOUNT	
21 Surplus as regards policyholders, December 31 prior year (Page 4, Line 39, Column 2)	299,201,097,005
22 Net income (from Line 20)	(3,225,562,569)
23 Net transfers (to) from Protected Cell accounts	
24 Change in net unrealized capital gains or (losses) less capital gains tax of $3,655,514,432	15,225,645,897
25 Change in net unrealized foreign exchange capital gain (loss)	276,587,972
26 Change in net deferred income tax	1,726,991,440
27 Change in nonadmitted assets (Exhibit of Nonadmitted Assets, Line 28, Col. 3)	(1,157,259,490)
28 Change in provision for reinsurance (Page 3, Line 16, Column 2 minus Column 1)	(177,264,306)
29 Change in surplus notes	647,156
30 Surplus (contributed to) withdrawn from protected cells	
31 Cumulative effect of changes in accounting principles	564,909,247
32 Capital changes:	
32.1 Paid in	0
32.2 Transferred from surplus (Stock dividend)	0
32.3 Transferred to surplus	0
33 Surplus adjustments:	
33.1 Paid in	11,108,960,934
33.2 Transferred to capital (Stock dividend)	0
33.3 Transferred from capital	0
34 Net remittances from or (to) Home office	0
35 Dividends to stockholders	(4,782,649,654)
36 Change in treasury stock (Page 3, Lines 36.1 and 36.2, Column 2 minus Column 1)	0
37 Aggregate write-ins for gains and losses in surplus	972,566,644
38 Change in surplus as regards policyholders for the year (Lines 22 through 37)	20,533,573,270
39 Surplus as regards policyholders, December 31 current year (Line 21 plus Line 38) (Page 3, Line 37)	319,734,670,274
DETAILS OF WRITE-INS	
501. Miscellaneous operating adjustments	972,566,644
1401. Change in conditional reserves	0
3701. Miscellaneous capital & surplus adjustment	0

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 ASSETS

	Net Admitted Assets
1 Bonds (Schedule D)	191,527,112,277
2 Stocks (Schedule D):	
2.1 Preferred stocks	911,106,516
2.2 Common stocks	249,766,863,593
3 Mortgage loans on real estate (Schedule B):	
3.1 First liens	5,355,391,146
3.2 Other than first liens	0
4 Real estate (Schedule A):	
4.1 Properties occupied by the company (less $0 encumbrances)	2,547,095,036
4.2 Properties held for the production of income (less $47,074,960 encumbrances)	236,406,991
4.3 Properties held for sale (less $29,556,412 encumbrances)	90,987,512
5 Cash ($-4,378,405,588, Schedule E-Part 1), cash equivalents ($12,892,397,091, Schedule E-Part 2)	
and short-term investments ($3,180,145,554, Schedule DA)	11,694,137,063
6 Contract loans (including $0 premium notes)	0
7 Derivatives (Schedule DB)	44,540,341
8 Other invested assets (Schedule BA)	42,892,573,671
9 Receivables for securities	194,376,287
10 Securities lending reinvested collateral assets (Schedule DL)	2,533,496,702
11 Aggregate write-ins for invested assets	14,864,992
12 Subtotals, cash and invested assets (Lines 1 to 11)	507,808,952,128
13 Title plants less $0 charged off (for Title insurers only)	0
14 Investment income due and accrued	1,759,238,815
15 Premiums and considerations:	
15.1 Uncollected premiums and agents' balances in the course of collection	11,320,370,610
15.2 Deferred premiums, agents' balances and installments booked but deferred	42,609,292,054
and not yet due (including $96,683,202 earned but unbilled premiums)	
15.3 Accrued retrospective premiums	80,478,946
16 Reinsurance:	
16.1 Amounts recoverable from reinsurers	6,632,208,766
16.2 Funds held by or deposited with reinsured companies	142,989,480
16.3 Other amounts receivable under reinsurance contracts	156,003,816
17 Amounts receivable relating to uninsured plans	105,407
18.1 Current federal and foreign income tax recoverable and interest thereon	3,255,459,651
18.2 Net deferred tax asset	5,045,421,744
19 Guaranty funds receivable or on deposit	98,881,071
20 Electronic data processing equipment and software	871,439,848
21 Furniture and equipment, including health care delivery assets ($0)	193
22 Net adjustment in assets and liabilities due to foreign exchange rates	739
23 Receivables from parent, subsidiaries and affiliates	5,173,387,497
24 Health care ($0) and other amounts receivable	867,926
25 Aggregate write-ins for other than invested assets	5,673,918,687
26 Total assets excluding Separate Accounts, Segregated Accounts and Protected	
Cell Accounts (Lines 12 to 25)	590,629,017,384
27 From Separate Accounts, Segregated Accounts and Protected Cell Accounts	
28 Total (Lines 26 and 27)	590,629,017,384
DETAILS OF WRITE-INS	
1101. Future investment income on loss reserves	1,971,734,822
2501. Other miscellaneous assets	3,702,183,865

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 LIABILITIES, SURPLUS AND OTHER FUNDS

1 Losses (Part 2A, Line 35, Column 8)	123,297,670,832
2 Reinsurance payable on paid losses and loss adjustment expenses (Schedule F, Part 1, Column 6)	2,905,649,241
3 Loss adjustment expenses (Part 2A, Line 35, Column 9)	26,637,026,855
4 Commissions payable, contingent commissions and other similar charges	1,592,523,838
5 Other expenses (excluding taxes, licenses and fees)	11,266,400,731
6 Taxes, licenses and fees (excluding federal and foreign income taxes)	1,118,547,900
7.1 Current federal and foreign income taxes (including $-45,234,304) on realized capital gains (losses)	137,980,373
7.2 Net deferred tax liability	12,938,988,534
8 Borrowed money $1,046,909,938 and interest thereon $1,131,381	1,048,041,319
9 Unearned premiums (Part 1A, Line 38, Column 5) (after deducting unearned premiums for ceded reinsurance of $44,762,224,102 and including warranty reserves of $7,129,735 and accrued accident and health experience rating refunds including $0 for medical loss ratio rebate per the Public Health Service Act)	71,007,021,468
10 Advance premium	1,653,710,078
11 Dividends declared and unpaid:	
11.1 Stockholders	100,900,000
11.2 Policyholders	36,310,761
12 Ceded reinsurance premiums payable (net of ceding commissions)	15,093,902,651
13 Funds held by company under reinsurance treaties (Schedule F, Part 3, Column 19)	616,263,182
14 Amounts withheld or retained by company for account of others	5,160,633,964
15 Remittances and items not allocated	128,629,751
16 Provision for reinsurance (including $15,588,593 certified) (Schedule F, Part8)	278,247,632
17 Net adjustments in assets and liabilities due to foreign exchange rates	14,543,357
18 Drafts outstanding	1,759,686,539
19 Payable to parent, subsidiaries and affiliates	3,818,698,069
20 Derivatives	66,547,812
21 Payable for securities	1,187,399,031
22 Payable for securities lending	4,520,085,927
23 Liability for amounts held under uninsured plans	0
24 Capital notes $0 and interest thereon $0	
25 Aggregate write-ins for liabilities	7,554,026,780
26 Total liabilities excluding protected cell liabilities (Lines 1 through 25)	293,939,436,626
27 Protected cell liabilities	0
28 Total liabilities (Lines 26 and 27)	293,939,436,626
29 Aggregate write-ins for special surplus funds	103,999,630,693
30 Common capital stock	175,190,033
31 Preferred capital stock	500,075
32 Aggregate write-ins for other than special surplus funds	28,500,000
33 Surplus notes	4,345,284,482
34 Gross paid in and contributed surplus	24,081,414,782
35 Unassigned funds (surplus)	164,065,060,695
36 Less treasury stock, at cost:	
36.1 6,000,000 Shares common (value included in Line 30 $6,000,000)	6,000,000
36.2 0 Shares preferred (value included in Line 31 $0)	0
37 Surplus as regards policyholders (Lines 29 to 35, less 36) (Page 4, Line 39)	296,689,580,760
38 Totals (Page 2, Line 28, Col. 3)	590,629,017,388
DETAILS OF WRITE-INS	
2501. Miscellaneous conditional reserves	6,230,921
2901. Loss portfolio transfers	(2,042,391,391)
3201. Summary of remaining write-ins	9,590,187,250

NORTH CAROLINA

PRIVATE PASSENGER AUTO PHYSICAL DAMAGE

AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2022 STATEMENT OF INCOME

UNDERWRITING INCOME	
1 Premiums earned (Part 1, Line 35, Column 4)	186,010,181,018
DEDUCTIONS:	
2 Losses incurred (Part 2, Line 35, Column 7)	147,014,462,905
3 Loss adjustment expenses incurred (Part 3, Line 25, Column 1)	18,984,727,944
4 Other underwriting expenses incurred (Part 3, Line 25, Column 2)	43,798,558,143
5 Aggregate write-ins for underwriting deductions	633,977,640
6 Total underwriting deductions (Lines 2 through 5)	210,431,726,633
7 Net income of protected cells	
8 Net underwriting gain (loss) (Line 1 minus Line 6 plus Line 7)	(24,421,545,616)
INVESTMENT INCOME	
9 Net investment income earned (Exhibit of Net Investment Income, Line 17)	11,782,307,932
10 Net realized capital gains (losses) less capital gains tax of $280,904,684 (Exhibit of Capital Gains (Losses))	(170,487,434)
11 Net investment gain (loss) (Lines 9 + 10)	11,611,820,503
OTHER INCOME	
12 Net gain (loss) from agents' or premium balances charged off (amount recovered $55,514,228 amount charged off $744,892,636)	(689,378,408)
13 Finance and service charges not included in premiums	981,671,733
14 Aggregate write-ins for miscellaneous income	663,935,423
15 Total other income (Lines 12 through 14)	956,228,748
16 Net income before dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Lines 8+11+15)	(11,853,496,369)
17 Dividends to policyholders	1,238,619,438
18 Net income, after dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Line 16 minus Line 17)	(13,092,115,807)
19 Federal and foreign income taxes incurred	(1,915,911,909)
20 Net income (Line 18 minus Line 19) (to Line 22)	(11,176,203,894)
CAPITAL AND SURPLUS ACCOUNT	
21 Surplus as regards policyholders, December 31 prior year (Page 4, Line 39, Column 2)	339,453,016,894
22 Net income (from Line 20)	(11,176,203,894)
23 Net transfers (to) from Protected Cell accounts	
24 Change in net unrealized capital gains or (losses) less capital gains tax of $-4,736,830,781	(26,252,107,314)
25 Change in net unrealized foreign exchange capital gain (loss)	(402,848,641)
26 Change in net deferred income tax	1,854,847,617
27 Change in nonadmitted assets (Exhibit of Nonadmitted Assets, Line 28, Col. 3)	(3,388,530,724)
28 Change in provision for reinsurance (Page 3, Line 16, Column 2 minus Column 1)	(8,710,026)
29 Change in surplus notes	(29,355,225)
30 Surplus (contributed to) withdrawn from protected cells	
31 Cumulative effect of changes in accounting principles	0
32 Capital changes:	
32.1 Paid in	0
32.2 Transferred from surplus (Stock dividend)	0
32.3 Transferred to surplus	0
33 Surplus adjustments:	
33.1 Paid in	1,603,070,000
33.2 Transferred to capital (Stock dividend)	0
33.3 Transferred from capital	0
34 Net remittances from or (to) Home office	0
35 Dividends to stockholders	(9,732,345,379)
36 Change in treasury stock (Page 3, Lines 36.1 and 36.2, Column 2 minus Column 1)	0
37 Aggregate write-ins for gains and losses in surplus	4,768,747,179
38 Change in surplus as regards policyholders for the year (Lines 22 through 37)	(42,763,436,405)
39 Surplus as regards policyholders, December 31 current year (Line 21 plus Line 38) (Page 3, Line 37)	296,689,580,490
DETAILS OF WRITE-INS	
501. Miscellaneous operating adjustments	4,768,747,179
1401. Change in conditional reserves	0
3701. Miscellaneous capital & surplus adjustment	0

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 ASSETS

	Net Admitted Assets
1 Bonds (Schedule D)	209,928,233,746
2 Stocks (Schedule D):	
2.1 Preferred stocks	915,876,353
2.2 Common stocks	273,418,700,994
3 Mortgage loans on real estate (Schedule B):	
3.1 First liens	6,298,847,628
3.2 Other than first liens	0
4 Real estate (Schedule A):	
4.1 Properties occupied by the company (less $0 encumbrances)	2,379,220,472
4.2 Properties held for the production of income (less $45,780,309 encumbrances)	262,355,807
4.3 Properties held for sale (less $0 encumbrances)	101,483,906
5 Cash ($-4,517,375,500, Schedule E-Part 1), cash equivalents ($13,281,347,766, Schedule E-Part 2) and short-term investments ($9,007,879,189, Schedule DA)	17,771,851,458
6 Contract loans (including $0 premium notes)	0
7 Derivatives (Schedule DB)	19,400,017
8 Other invested assets (Schedule BA)	45,136,461,764
9 Receivables for securities	311,435,960
10 Securities lending reinvested collateral assets (Schedule DL)	2,357,696,834
11 Aggregate write-ins for invested assets	180,321,072
12 Subtotals, cash and invested assets (Lines 1 to 11)	559,081,886,012
13 Title plants less $0 charged off (for Title insurers only)	
14 Investment income due and accrued	2,020,641,100
15 Premiums and considerations:	
15.1 Uncollected premiums and agents' balances in the course of collection	13,221,286,205
15.2 Deferred premiums, agents' balances and installments booked but deferred and not yet due (including $119,929,968 earned but unbilled premiums)	49,269,065,365
15.3 Accrued retrospective premiums	83,155,972
16 Reinsurance:	
16.1 Amounts recoverable from reinsurers	11,391,576,251
16.2 Funds held by or deposited with reinsured companies	115,691,230
16.3 Other amounts receivable under reinsurance contracts	157,527,374
17 Amounts receivable relating to uninsured plans	34,621
18.1 Current federal and foreign income tax recoverable and interest thereon	2,507,872,272
18.2 Net deferred tax asset	5,551,078,035
19 Guaranty funds receivable or on deposit	128,724,591
20 Electronic data processing equipment and software	833,447,336
21 Furniture and equipment, including health care delivery assets ($0)	0
22 Net adjustment in assets and liabilities due to foreign exchange rates	0
23 Receivables from parent, subsidiaries and affiliates	4,545,525,748
24 Health care ($0) and other amounts receivable	26,793
25 Aggregate write-ins for other than invested assets	7,141,952,646
26 Total assets excluding Separate Accounts, Segregated Accounts and Protected Cell Accounts (Lines 12 to 25)	656,049,491,556
27 From Separate Accounts, Segregated Accounts and Protected Cell Accounts	
28 Total (Lines 26 and 27)	656,049,491,556
DETAILS OF WRITE-INS	
1101. Future investment income on loss reserves	3,325,527,575
2501. Other miscellaneous assets	3,816,425,071

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 LIABILITIES, SURPLUS AND OTHER FUNDS

1 Losses (Part 2A, Line 35, Column 8)	139,584,293,925
2 Reinsurance payable on paid losses and loss adjustment expenses (Schedule F, Part 1, Column 6)	10,595,173,510
3 Loss adjustment expenses (Part 2A, Line 35, Column 9)	29,007,083,951
4 Commissions payable, contingent commissions and other similar charges	1,651,713,320
5 Other expenses (excluding taxes, licenses and fees)	11,181,064,429
6 Taxes, licenses and fees (excluding federal and foreign income taxes)	1,348,610,557
7.1 Current federal and foreign income taxes (including $139,546,502) on realized capital gains (losses)	67,021,512
7.2 Net deferred tax liability	15,173,853,659
8 Borrowed money $949,828,620 and interest thereon $547,865	950,376,485
9 Unearned premiums (Part 1A, Line 38, Column 5) (after deducting unearned premiums for ceded reinsurance of $48,432,738,416 and including warranty reserves of $10,210,295 and accrued accident and health experience rating refunc including $0 for medical loss ratio rebate per the Public Health Service Act)	83,581,130,627
10 Advance premium	1,752,421,091
11 Dividends declared and unpaid:	
11.1 Stockholders	0
11.2 Policyholders	33,789,683
12 Ceded reinsurance premiums payable (net of ceding commissions)	14,509,273,477
13 Funds held by company under reinsurance treaties (Schedule F, Part 3, Column 19)	560,608,129
14 Amounts withheld or retained by company for account of others	5,791,540,131
15 Remittances and items not allocated	179,420,775
16 Provision for reinsurance (including $6,756,749 certified) (Schedule F, Part8)	455,614,338
17 Net adjustments in assets and liabilities due to foreign exchange rates	8,408,978
18 Drafts outstanding	1,892,996,572
19 Payable to parent, subsidiaries and affiliates	4,355,176,693
20 Derivatives	55,428,101
21 Payable for securities	1,089,124,618
22 Payable for securities lending	4,219,813,539
23 Liability for amounts held under uninsured plans	0
24 Capital notes $0 and interest thereon $0	
25 Aggregate write-ins for liabilities	7,954,014,130
26 Total liabilities excluding protected cell liabilities (Lines 1 through 25)	335,997,952,225
27 Protected cell liabilities	
28 Total liabilities (Lines 26 and 27)	335,997,952,225
29 Aggregate write-ins for special surplus funds	111,641,240,584
30 Common capital stock	175,190,033
31 Preferred capital stock	500,075
32 Aggregate write-ins for other than special surplus funds	28,500,000
33 Surplus notes	4,345,931,640
34 Gross paid in and contributed surplus	35,197,375,717
35 Unassigned funds (surplus)	168,668,801,285
36 Less treasury stock, at cost:	
36.1 6,000,000 Shares common (value included in Line 30 $6,000,000)	6,000,000
36.2 0 Shares preferred (value included in Line 31 $0)	0
37 Surplus as regards policyholders (Lines 29 to 35, less 36) (Page 4, Line 39)	320,051,539,333
38 Totals (Page 2, Line 28, Col. 3)	656,049,491,556
DETAILS OF WRITE-INS	
2501. Miscellaneous conditional reserves	5,607,261
2901. Loss portfolio transfers	(2,052,099,502)
3201. Summary of remaining write-ins	10,000,506,371

NORTH CAROLINA

PRIVATE PASSENGER AUTO PHYSICAL DAMAGE

AGGREGATE ANNUAL STATEMENT DATA

TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

2023 STATEMENT OF INCOME

UNDERWRITING INCOME	
1 Premiums earned (Part 1, Line 35, Column 4)	224,363,593,272
DEDUCTIONS:	
2 Losses incurred (Part 2, Line 35, Column 7)	171,781,180,829
3 Loss adjustment expenses incurred (Part 3, Line 25, Column 1)	22,332,814,980
4 Other underwriting expenses incurred (Part 3, Line 25, Column 2)	49,470,343,471
5 Aggregate write-ins for underwriting deductions	(293,531,230)
6 Total underwriting deductions (Lines 2 through 5)	243,290,808,055
7 Net income of protected cells	
8 Net underwriting gain (loss) (Line 1 minus Line 6 plus Line 7)	(18,927,214,784)
INVESTMENT INCOME	
9 Net investment income earned (Exhibit of Net Investment Income, Line 17)	13,562,106,663
10 Net realized capital gains (losses) less capital gains tax of $477,109,576 (Exhibit of Capital Gains (Losses))	1,821,500,486
11 Net investment gain (loss) (Lines 9 + 10)	15,383,607,152
OTHER INCOME	
12 Net gain (loss) from agents' or premium balances charged off (amount recovered $103,870,028 amount charged off $935,348,357)	(831,478,331)
13 Finance and service charges not included in premiums	1,165,579,881
14 Aggregate write-ins for miscellaneous income	513,278,314
15 Total other income (Lines 12 through 14)	847,379,865
16 Net income before dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Lines 8+11+15)	(2,696,227,769)
17 Dividends to policyholders	1,211,362,033
18 Net income, after dividends to policyholders, after capital gains tax and before all other federal and foreign income taxes (Line 16 minus Line 17)	(3,907,589,804)
19 Federal and foreign income taxes incurred	(758,893,350)
20 Net income (Line 18 minus Line 19) (to Line 22)	(3,148,696,448)
CAPITAL AND SURPLUS ACCOUNT	
21 Surplus as regards policyholders, December 31 prior year (Page 4, Line 39, Column 2)	299,433,976,301
22 Net income (from Line 20)	(3,148,696,448)
23 Net transfers (to) from Protected Cell accounts	
24 Change in net unrealized capital gains or (losses) less capital gains tax of $3,656,099,106	15,227,968,295
25 Change in net unrealized foreign exchange capital gain (loss)	276,587,972
26 Change in net deferred income tax	1,731,023,911
27 Change in nonadmitted assets (Exhibit of Nonadmitted Assets, Line 28, Col. 3)	(1,161,490,712)
28 Change in provision for reinsurance (Page 3, Line 16, Column 2 minus Column 1)	(177,264,306)
29 Change in surplus notes	647,156
30 Surplus (contributed to) withdrawn from protected cells	
31 Cumulative effect of changes in accounting principles	564,909,247
32 Capital changes:	
32.1 Paid in	0
32.2 Transferred from surplus (Stock dividend)	0
32.3 Transferred to surplus	0
33 Surplus adjustments:	
33.1 Paid in	11,113,960,934
33.2 Transferred to capital (Stock dividend)	0
33.3 Transferred from capital	0
34 Net remittances from or (to) Home office	0
35 Dividends to stockholders	(4,782,649,654)
36 Change in treasury stock (Page 3, Lines 36.1 and 36.2, Column 2 minus Column 1)	0
37 Aggregate write-ins for gains and losses in surplus	972,566,644
38 Change in surplus as regards policyholders for the year (Lines 22 through 37)	20,617,563,038
39 Surplus as regards policyholders, December 31 current year (Line 21 plus Line 38) (Page 3, Line 37)	320,051,539,338
DETAILS OF WRITE-INS	
501. Miscellaneous operating adjustments	972,566,644
1401. Change in conditional reserves	0
3701. Miscellaneous capital & surplus adjustment	0

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

PART II - 2022 ALLOCATION TO LINES OF BUSINESS NET OF REINSURANCE

	PRIVATE PASSENGER AUTO LIABILITY	
1	Premiums Written	61,043,624,000
2	Premiums Earned	59,520,094,000
3	Dividends to Policyholders	29,291,000
4	Incurred Loss	53,204,145,000
5	Defense and Cost Containment Expenses Incurred	2,397,558,000
6	Adjusting and Other Expenses Incurred	4,122,710,000
7	Unpaid Losses	54,695,491,000
8	Defense and Cost Containment Expenses Unpaid	7,079,090,000
9	Adjusting and Other Expenses Unpaid	4,003,511,000
10	Unearned Premium Reserves	17,860,738,000
11	Agents' Balances	11,778,988,000
12	Commission and Brokerage Expenses Incurred	4,644,054,000
13	Taxes, Licenses & Fees Incurred	1,223,610,000
14	Other Acquisitions, Field Supervision, and Collection Expenses Incurred	3,486,159,000
15	General Expenses Incurred	2,408,502,000
16	Other Income Less Other Expenses	150,061,000
17	Pre-Tax Profit or Loss Excluding All Investment Gain	(11,845,879,000)
18	Investment Gain on Funds Attributable to Insurance Transactions	1,434,715,000
19	Profit or Loss Excluding Investment Gain Attributable to Capital and Surplus	(10,411,160,000)
20	Investment Gain Attributable to Capital and Surplus	2,338,446,000
21	Total Profit or Loss	(8,072,718,000)

NORTH CAROLINA
PRIVATE PASSENGER AUTO LIABILITY
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO LIABILITY INSURERS BASED ON 2023 WRITTEN PREMIUM

PART II - 2023 ALLOCATION TO LINES OF BUSINESS NET OF REINSURANCE

	PRIVATE PASSENGER AUTO LIABILITY	
1	Premiums Written	78,000,759,000
2	Premiums Earned	74,814,413,000
3	Dividends to Policyholders	346,272,000
4	Incurred Loss	60,643,667,000
5	Defense and Cost Containment Expenses Incurred	3,043,383,000
6	Adjusting and Other Expenses Incurred	5,670,965,000
7	Unpaid Losses	63,666,838,000
8	Defense and Cost Containment Expenses Unpaid	7,635,956,000
9	Adjusting and Other Expenses Unpaid	4,388,833,000
10	Unearned Premium Reserves	21,265,003,000
11	Agents' Balances	13,824,685,000
12	Commission and Brokerage Expenses Incurred	5,598,259,000
13	Taxes, Licenses & Fees Incurred	1,762,341,000
14	Other Acquisitions, Field Supervision, and Collection Expenses Incurred	4,183,262,000
15	General Expenses Incurred	2,880,347,000
16	Other Income Less Other Expenses	186,102,000
17	Pre-Tax Profit or Loss Excluding All Investment Gain	(9,127,984,000)
18	Investment Gain on Funds Attributable to Insurance Transactions	2,381,389,000
19	Profit or Loss Excluding Investment Gain Attributable to Capital and Surplus	(6,746,595,000)
20	Investment Gain Attributable to Capital and Surplus	5,369,703,000
21	Total Profit or Loss	(1,376,898,000)

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

PART II - 2022 ALLOCATION TO LINES OF BUSINESS NET OF REINSURANCE

	PRIVATE PASSENGER AUTO PHYSICAL DAMAGE	
1	Premiums Written	52,820,593,000
2	Premiums Earned	51,124,415,000
3	Dividends to Policyholders	328,873,000
4	Incurred Loss	43,691,846,000
5	Defense and Cost Containment Expenses Incurred	139,987,000
6	Adjusting and Other Expenses Incurred	3,954,687,000
7	Unpaid Losses	5,675,469,000
8	Defense and Cost Containment Expenses Unpaid	137,270,000
9	Adjusting and Other Expenses Unpaid	2,178,582,000
10	Unearned Premium Reserves	15,950,325,000
11	Agents' Balances	10,226,843,000
12	Commission and Brokerage Expenses Incurred	3,905,019,000
13	Taxes, Licenses & Fees Incurred	1,181,145,000
14	Other Acquisitions, Field Supervision, and Collection Expenses Incurred	3,823,001,000
15	General Expenses Incurred	2,154,151,000
16	Other Income Less Other Expenses	169,839,000
17	Pre-Tax Profit or Loss Excluding All Investment Gain	(7,884,461,000)
18	Investment Gain on Funds Attributable to Insurance Transactions	245,786,000
19	Profit or Loss Excluding Investment Gain Attributable to Capital and Surplus	(7,638,669,000)
20	Investment Gain Attributable to Capital and Surplus	1,377,952,000
21	Total Profit or Loss	(6,260,722,000)

NORTH CAROLINA
PRIVATE PASSENGER AUTO PHYSICAL DAMAGE
AGGREGATE ANNUAL STATEMENT DATA
TOP 50 PRIVATE PASSENGER AUTO PHYSICAL DAMAGE INSURERS BASED ON 2023 WRITTEN PREMIUM

PART II - 2023 ALLOCATION TO LINES OF BUSINESS NET OF REINSURANCE

	PRIVATE PASSENGER AUTO PHYSICAL DAMAGE	
1	Premiums Written	67,684,718,000
2	Premiums Earned	64,121,220,000
3	Dividends to Policyholders	309,490,000
4	Incurred Loss	49,718,497,000
5	Defense and Cost Containment Expenses Incurred	169,560,000
6	Adjusting and Other Expenses Incurred	4,574,856,000
7	Unpaid Losses	6,003,242,000
8	Defense and Cost Containment Expenses Unpaid	144,549,000
9	Adjusting and Other Expenses Unpaid	2,267,947,000
10	Unearned Premium Reserves	19,705,222,000
11	Agents' Balances	12,748,742,000
12	Commission and Brokerage Expenses Incurred	4,994,540,000
13	Taxes, Licenses & Fees Incurred	1,473,568,000
14	Other Acquisitions, Field Supervision, and Collection Expenses Incurred	3,711,350,000
15	General Expenses Incurred	2,461,453,000
16	Other Income Less Other Expenses	160,510,000
17	Pre-Tax Profit or Loss Excluding All Investment Gain	(3,131,585,000)
18	Investment Gain on Funds Attributable to Insurance Transactions	406,917,000
19	Profit or Loss Excluding Investment Gain Attributable to Capital and Surplus	(2,724,667,000)
20	Investment Gain Attributable to Capital and Surplus	2,278,429,000
21	Total Profit or Loss	(446,245,000)

STATISTICAL DATA TO COMPLY WITH NORTH CAROLINA
REQUIREMENTS FOR A PRIVATE PASSENGER RATE FILING AS PER 11 NCAC 10.1104

11. IDENTIFICATION OF APPLICABLE STATISTICAL PLANS AND PROGRAMS AND A CERTIFICATION OF COMPLIANCE WITH THEM

(a) ISO Personal Auto Statistical Plan

ISO Minimum Personal Auto Statistical Plan

ISO 2023 Call for Personal Auto Bodily Injury and Property Damage Liability and No-Fault Statistics

ISO 2023 Call for Personal Auto Physical Damage Statistics

ISO 2023 Call for Personal Auto Minimum Statistical Plan Liability and No-Fault Statistics

ISO 2023 Call for Personal Auto Minimum Statistical Plan Physical Damage Statistics

ISS Automobile Statistical Plans - All Coverages

ISS 2023 Quarterly Automobile Liability and Physical Damage Call

ISS Voluntary Automobile Excess Loss Call

Annual Statement for Calendar Year 2023

Insurance Expense Exhibit for Calendar Year 2023

RB Calls for 2023 North Carolina Automobile and Motorcycle Expense Experience NISS Automobile Statistical Plan - All Coverages - Part IV, North Carolina

NISS 2023 Quarterly Automobile Call

NISS 2023 Quarterly Automobile Excess Loss Call

NISS 2023 Calendar Year Annual Statement

NISS 2024 Financial Reconciliation Call

(b) The North Carolina Rate Bureau certifies that there is no evidence known to it or, insofar as it is aware following reasonable inquiry, to the statistical agencies involved that the data which were collected under the statistical plans identified in response (11)(a) above and used in the filing are not materially true and accurate representations of the experience of the companies whose data underlie such experience. While the Rate Bureau is aware that the collected data sometimes require corrections or adjustments, the Rate Bureau's review of the data, the data collection process, and the ratemaking process indicates that the aggregate data are reasonable and reliable for ratemaking purposes. See also the prefiled testimony of P. Ericksen and P. Anderson.

(c) RB2, pages 374-378 contain general descriptions of the editing procedures used to ensure data were collected in accordance with the applicable statistical plans.

ISO Editing Procedures

1. Upon receipt of the data from each reporting company, checks are made to ensure that each record (i.e., the data reported for each exposure) has valid and readable information. This includes a check that the appropriate alpha-numeric codes have been utilized.

2. The records are then checked to ensure that each of the fields has a valid code in it (e.g., company numbers must be entered as four-digit numerals).

3. Relationship edits which evaluate the interrelationship between codes are then performed. For example, if a record indicates North Carolina, Private Passenger, Bodily Injury, checks are made to ascertain that applicable interrelationships are maintained.

4. Distributional edits are performed to make sure that the reporting company has not erred in miscoding its data into a single class, territory, or other rating criteria due a systems problem or other error.

5. The resulting combined data from all the company records are reconciled with statutory Page 14 Annual Statement data for that company.

6. After all of the ISO data are aggregated, a consolidated review of the data is conducted to determine overall reasonableness and accuracy. In this procedure the data are compared with previous statewide and territory figures. Areas of concern are identified and results are verified by checking back to the source data.

ISO's edit procedure for Private Passenger Automobile data is in compliance with the requirements of the Statistical Data Monitoring System (SDMS) which is mandated for use in several states and was developed by the New York Insurance Department in conjunction with the Arthur Andersen Company. SDMS was developed to provide procedures for the companies that report, and stat agents that collect, data in order to put controls into the reporting system to generate valid results. ISO employs the procedures detailed by SDMS throughout the country.

North Carolina Private Passenger Automobile Insurance Statistical Data

ISS Editing Procedures

The following narrative sets forth a general description of the editing procedures utilized by ISS to review North Carolina statistical data. All North Carolina experience submitted to the ISS by affiliated companies undergoes standard procedures to ensure that the data is reported in accordance with the ISS's approved statistical plans.

ISS's review of the data takes place on two levels: analysis of individual company data and analysis of the aggregate data of all the companies combined. These two separate functions will be treated in that order.

Analysis of Company Data

Analysis of company data includes: completeness checks, editing for valid coding and checking the distribution of data among the various data elements.

1. Completeness Checks (Balancing and Reconciliation):

   Balancing and reconciliation procedures are used to determine completeness of reporting. Completeness means that the ISS has received and processed all of the data due to be filed with the ISS. First, totals of each company's processed data are compared to separate transmittal totals supplied by the company. This step ensures that ISS has processed completely the experience included in the company's submission of data and that no errors occur during this processing. As a second check for completeness, the reported statistical data is reconciled to statutory Page 14 totals from the company's Annual Statement. It is a useful procedure in determining completeness because the annual statement represents an independent source of information.

2. Editing of Codes:

   Format and Readability

   Statistical data reported by affiliated companies must be filed in accordance with ISS's approved statistical plans. This includes the requirement that the data must conform to the specific formats and technical specifications in order for ISS to properly read and process these submissions. The initial edit is a test of each company's submission to ensure it has been reported using the proper record format and that it meets certain technical requirements for the line of insurance being reported. Key fields are tested to ensure that only numeric information has been reported in fields defined as numeric, and that the fields have been reported in the proper position in the record.

Relational Edits

The data items of information filed with the insurance company's experience are reported by using codes defined under ISS's statistical plans. For example, the various types of Policy Forms written on Homeowners policies in North Carolina are defined in the Personal Lines Statistical Plan. Similarly, the various coverages written on private passenger automobile policies in North Carolina are defined in the Automobile Statistical Plan. Each definition for each data element has a unique code assigned to it which distinguishes it from other definitions. All data items applicable to North Carolina are defined in a similar manner in each of ISS's statistical plans and have codes assigned to properly identify each definition.

All records reported to ISS are subjected to validation of the reported codes. This validation, called editing, is performed to assure that companies are reporting properly defined ISS Statistical Plan codes for North Carolina experience.

The purpose of the edit is to validate the statistical codes reported in each record. This validation is called a Relation Edit. A relational edit verifies that a reported code is valid in combination with one or more related data items. Relational edit tests are accomplished primarily through the use of specific edit tables applicable to each line of insurance.

In most cases, the experience data in the record is used in conjunction with the related codes and compared to an establishment or discontinued date for the code being validated. This ensures that specific codes are not being utilized beyond the range of time during which they are valid.

An example of a relational edit involves territory coding. Many territory code numbers are available under each statistical plan for various states, with various effective dates. However, only codes defined for North Carolina for the specific line being processed are valid in combination with North Carolina reported experience. Further, if a new code is erected, that code will be considered valid only if the date reported in the statistical record is equal or subsequent to the establishment date of the code.

3. Distributional Analysis:

The validation of the codes is not by itself sufficient to assure the credibility of company data. Having assured the reporting of valid codes, the statistical agent must verify that valid entries are indeed reliable. Therefore, the data is also reviewed for reasonable distributions. The primary focus of this review is to establish that the statistical data reported by the company is a credible reflection of the company's experience.

The distribution of company experience by specific data elements such as state, territory, policy form, and construction, for example, for the current reporting period is compared to company profiles of prior periods. In addition, ratios relevant to the line of insurance such as average premium, average loss, volume, loss ratio and loss frequency are compared to industry averages. This historical comparison can highlight changes in the pattern of reporting.

The distributional analysis serves as an additional verification that systematic errors are not introduced during the production of data files submitted to ISS by our affiliated companies. Disproportionate amounts of premiums and/or losses in a particular class or territory, for example, can be detected using this technique.

Validation of Aggregate Data

After the individual company has been reviewed, the data for all reporting companies is compiled to produce aggregate reports. The aggregate data represents the combined experience of many companies. This data is also subjected to similar review procedures. To ensure completeness, run to run control techniques are applied. This balances the totals of the aggregate runs to previously verified control totals. In this manner the aggregate data is monitored to ensure the inclusion of the appropriate company data.

The aggregate data is also reviewed for credibility through distributional analysis similar to that performed on the individual company data. Earned exposures (where applicable) and premiums and incurred losses and claims are used to calculate pure premiums, claim frequencies and claim costs for comparison to past averages. The analysis of the aggregate data centers on determining consistency over time by comparing several years of experience, by coverage and class, or territory, for example. Through the application of these techniques, ISS is able to provide reliable insurance statistical data in North Carolina.

a. Every report received is checked for completeness. Every submission must include (1) an affidavit; (2) a letter of transmittal setting forth company control totals for the data being sent; (3) the data being reported on tape, cartridge, diskette or form to be keyed.

b. Individual company submissions are balanced to the company letter of transmittals to ensure that all data have been received and processed. After all four quarters of data have been received, the company reports are reconciled to the Annual Statement statutory Page 14 amounts. The NISS Financial Reconciliation identifies any amounts needed to reconcile any differences between the company reported data and Annual Statement amounts.

c. Every company record submitted to NISS is verified through NISS edit software for its coding accuracy and conformance with NISS record layouts and instructions. NISS edits verify the accuracy of each code for each data element. Where possible, each data element is subjected to a relational edit whereby it will be checked for accuracy in conjunction with another field.

d. Individual company submissions are also subjected to a series of reasonability tests to determine that the current submission is consistent with previous company submissions, known changes in this line of business and statewide trends. NISS compares current quarter data to the previous quarter. This comparison is performed and analyzed by grouping data.

e. After all of the NISS data are combined, a review of this consolidated data is also performed. The aggregate data is compared on a year to year basis to again verify its reasonableness, similar to those checks employed on an individual company submission.

12. INVESTMENT EARNINGS ON CAPITAL AND SURPLUS

Given the selected underwriting profit provisions contained in the filing, the pro forma total return on net worth (equity capital) is shown in the filing and the pre-filed testimony of G. Zanjani. Also shown therein is the ratio of net worth to surplus of 1.122. (This value is based on a five year average using data through 2022.) Accordingly, the corresponding return on statutory capital and surplus would be 11.28% for liability and 10.78% for physical damage. Based on data from A.M. Best, the 5-year average industry ratio of surplus to total assets is 0.379. Accordingly, the corresponding return on assets would be 4.27% for liability and 4.09% for physical damage.

See also pre-filed testimony of G. Zanjani.

13. LEVEL OF CAPITAL AND SURPLUS NEEDED TO SUPPORT PREMIUM WRITINGS WITHOUT ENDANGERING THE SOLVENCY OF MEMBER COMPANIES

(a) The aggregated premium to surplus ratio of all companies underwriting private passenger automobile insurance in North Carolina at any time during the calendar years 2014 -2023 is as follows:

Year	Ratio
2023	0.769
2022	0.706
2021	0.581
2020	0.617
2019	0.657
2018	0.727
2017	0.683
2016	0.685
2015	0.685
2014	0.657
Average	0.677

(b) The estimate of the future premium to surplus ratio is based on the 10-year average of the past premium to surplus ratios, calculated in each year by inverting the weighted average surplus to premium ratio of the top 30 groups in North Carolina for private passenger auto liability and for private passenger auto physical damage, using direct premiums written in those coverages in North Carolina in each year for weights. The estimate for private passenger auto liability is 0.750. The estimate for private passenger auto physical damage is 0.749. See the prefiled testimony and exhibits of G. Zanjani.

(c) The actual premium to surplus ratio for the property and casualty industry on a countrywide basis (based upon the latest A. M. Best data available at this time) is as follows:

	(000's omitted)
STATUTORY CAPITAL AND SURPLUS, 2023	$1,059,995,294
STATUTORY CAPITAL AND SURPLUS, 2022	$1,001,979,951
AVERAGE STATUTORY CAPITAL AND SURPLUS	$1,030,987,623
NET PREMIUMS EARNED (2023)	$826,852,142
PREMIUM/SURPLUS RATIO	0.802

The actual level of capital and surplus needed to support premium writings without endangering the solvency of a company is dependent upon (among others) the financial structure and investments unique to each company, the relationship of the company with affiliated companies as a group (and the experience of the affiliated companies), the mix of business of each company, and the conditions of the economy as they affect each company's individual circumstances. The Rate Bureau is advised that the National Association of Insurance Commissioners, as one of several criteria, generally considers that a premium to surplus ratio for an individual company of 3 to 1 warrants close regulatory attention and monitoring with respect to the company's solvency position.

(d) The Rate Bureau has determined the premium to surplus ratios for private passenger automobile liability and private passenger automobile physical damage in North Carolina based on the weighted average surplus to premium ratios for insurance groups writing private passenger automobile insurance in North Carolina, where the weights are the actual premiums written in liability and physical damage coverages, respectively. The result is then inverted to obtain a premium-to-surplus ratio. The premium to surplus ratios of the insurers actually writing this business in North Carolina is representative of the leverage relevant for this line and state. The Rate Bureau has not further allocated surplus within these insurers across lines and states in this or other filings in North Carolina.

14. OTHER INFORMATION REQUIRED BY THE COMMISSIONER.

See attached Exhibits (14)(a), (b), (c) and (d).

See the pre-filed testimony of P. Ericksen, P. Anderson, and G. Zanjani.

Automobile Committee
Meeting Agenda

Date: May 9, 2024 Time: 10:00 AM (EDT) Zoom Teleconference
Join the meeting from the link below. The link will provide the video and audio (if your computer does not allow audio/microphone please dial in separately using the teleconference info below, please do not do both for audio):

1. **Welcome**
2. **Roll Call**
3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3)**
4. **2024 Private Passenger Auto Non–Rate Initiatives**
   The Rate Bureau will present a Market Index Rate Stabilizer concept to the Auto Committee. Please refer to **Exhibit 4** attached.

   The Committee will be asked to consider this concept and come prepared to the next meeting to make a recommendation to the Governing Committee.
5. **Report of Staff and Counsel**
   Staff and Counsel will report on any recent developments.
6. **Other Business**
7. **Adjournment**
   If there is no further business, the telephone conference will be adjourned.

AM:ko
Attachments
AC-24-5
5/2/24

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

Exhibit 4

Non-Rate Research

Options for Auto Committee Discussion

Disclaimer

These slides are part of a presentation given to a committee of the North Carolina Rate Bureau, and these slides are incomplete without the accompanying oral presentation and any other materials included as part of that overall presentation.

Agenda

Inflation Index Discussion

- *CPI Options*
- *Filing Option*
- *Rate Calculation Option*

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Goal: Gather Committee input to launch the *Index Stability Factor* in Property and Auto Programs

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

** ROC – Rate Order Calculation*

Option A: Index Stability = CPI or CPI xEnergy

Aligning to a CPI Index

What index do we use for Property?

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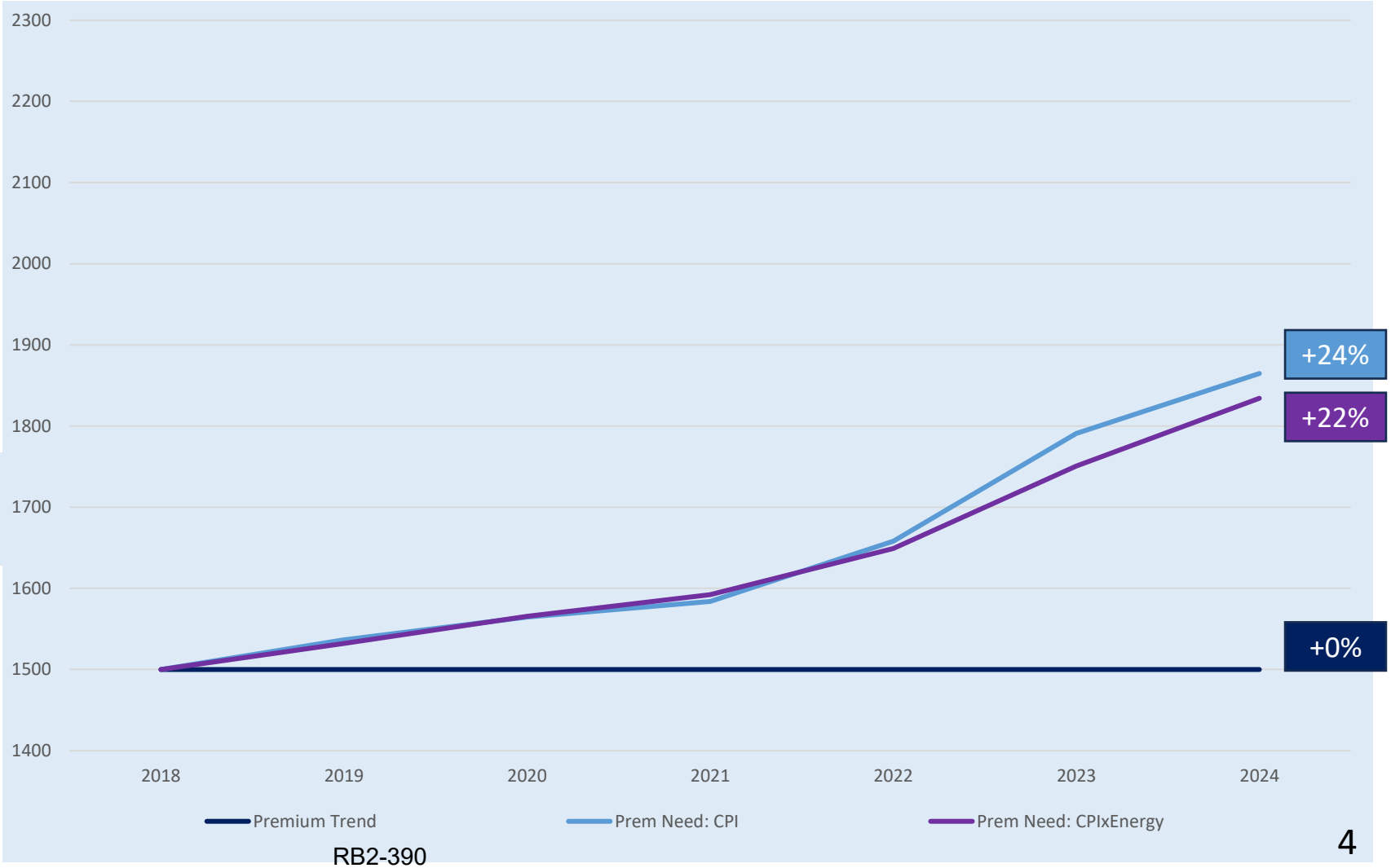
How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

** ROC – Rate Order Calculation*



Option B: Index Stability = CPIs related to Auto Insurance

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

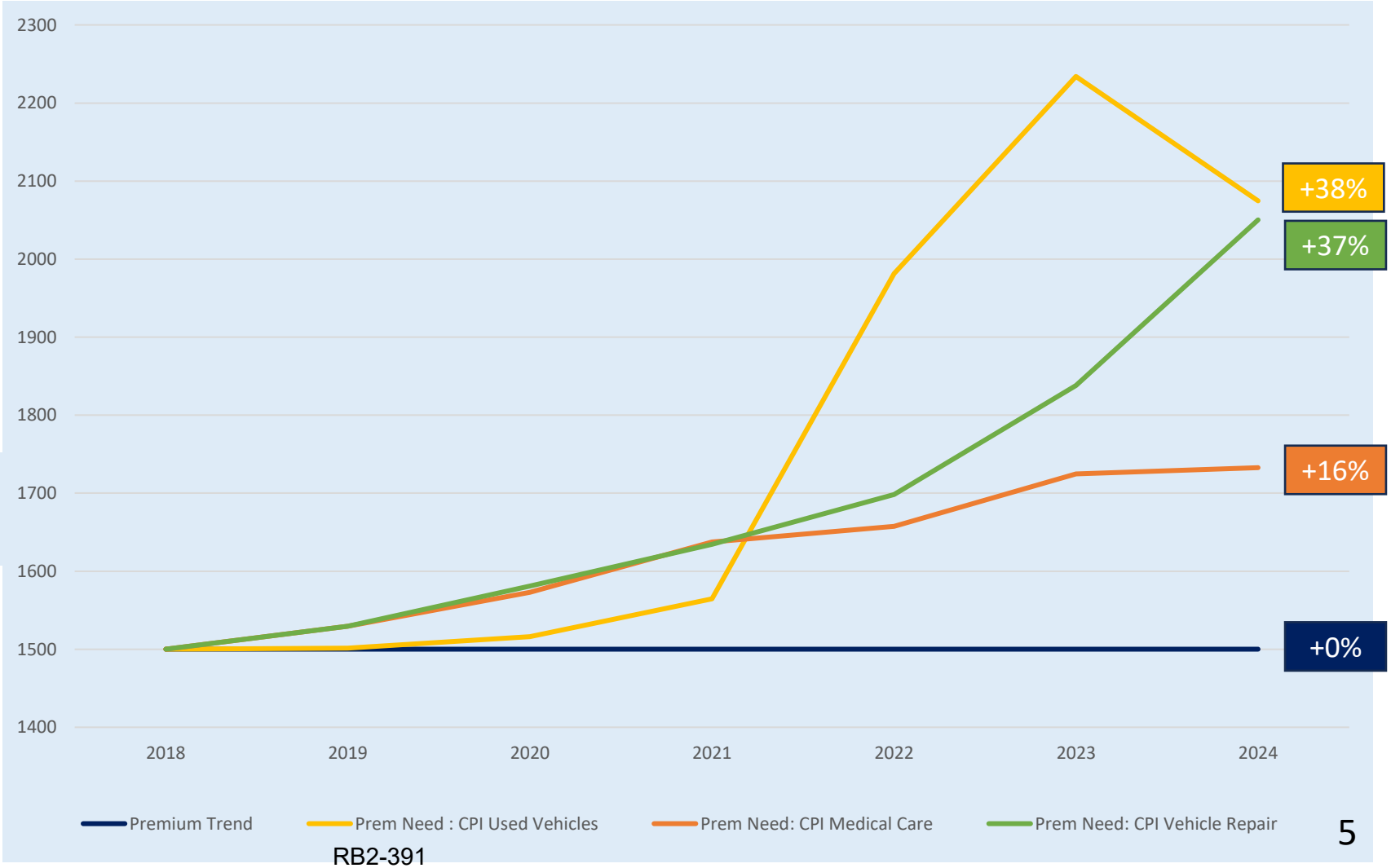
How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

** ROC – Rate Order Calculation*



Option C: Index Stability = Weighted Average of CPIs related to Auto Insurance

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

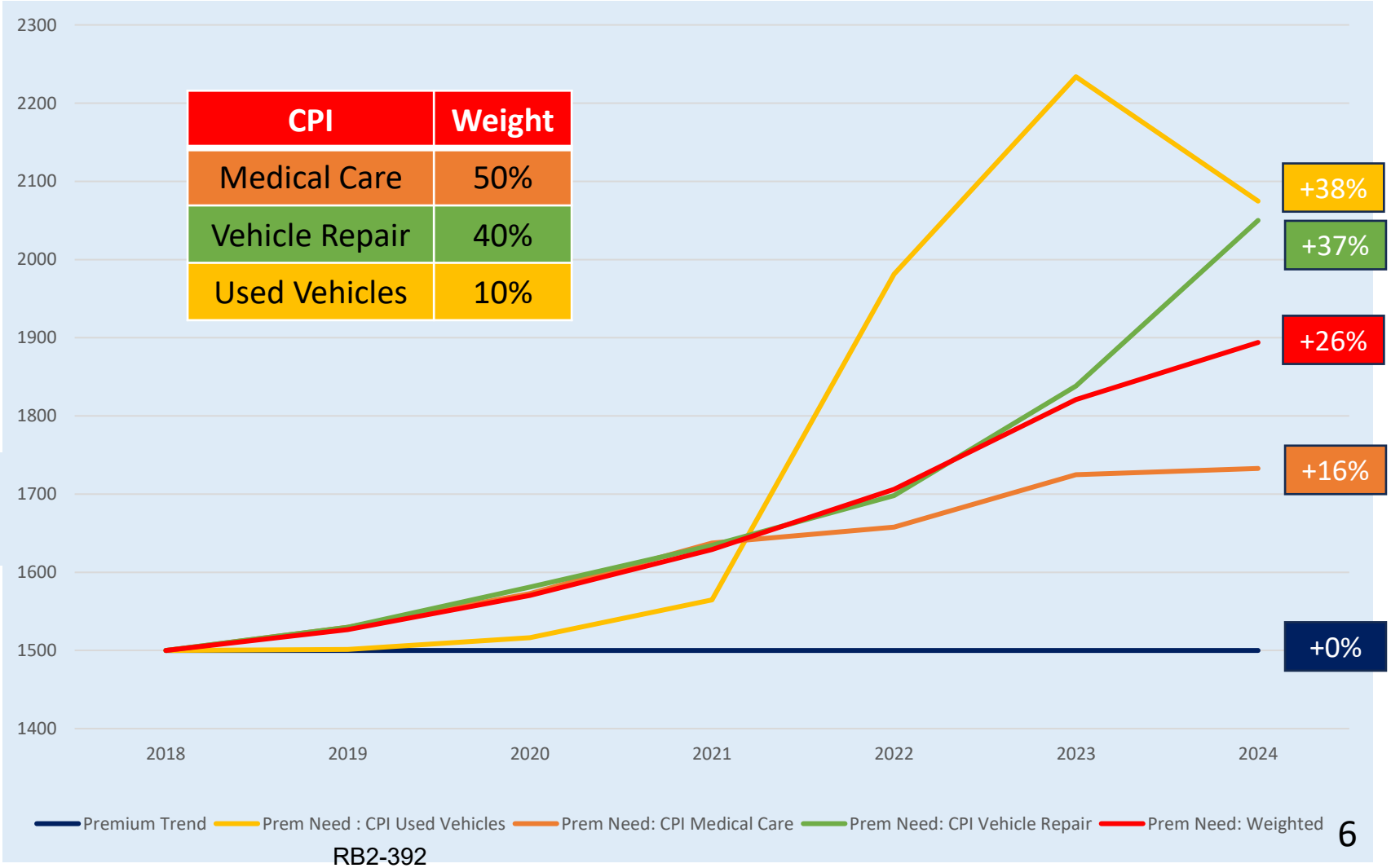
How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

CPI	Weight
Medical Care	50%
Vehicle Repair	40%
Used Vehicles	10%



** ROC – Rate Order Calculation*

Option D: Index Stability = Capped Weighted Average of CPIs related to Auto Insurance

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

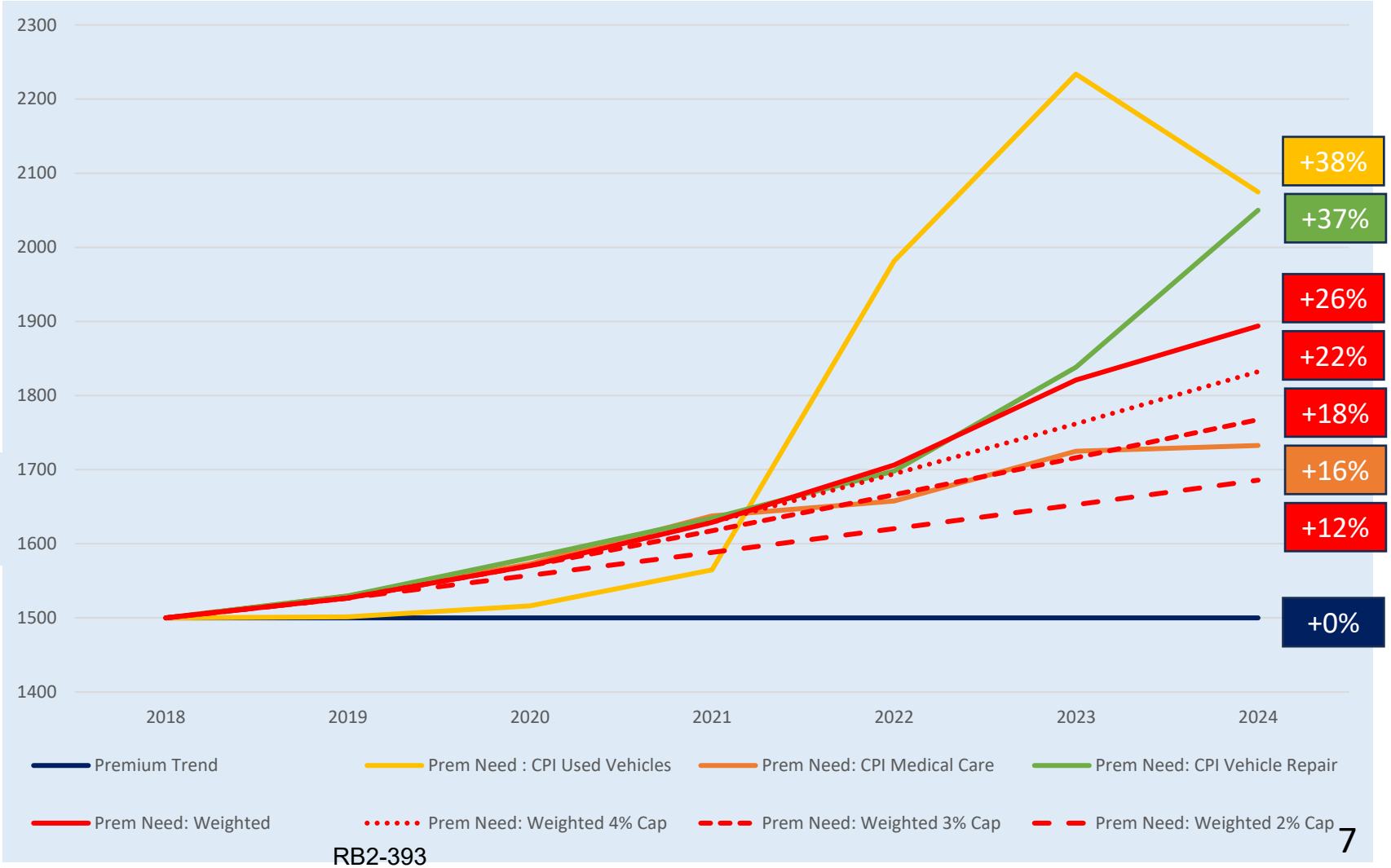
How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

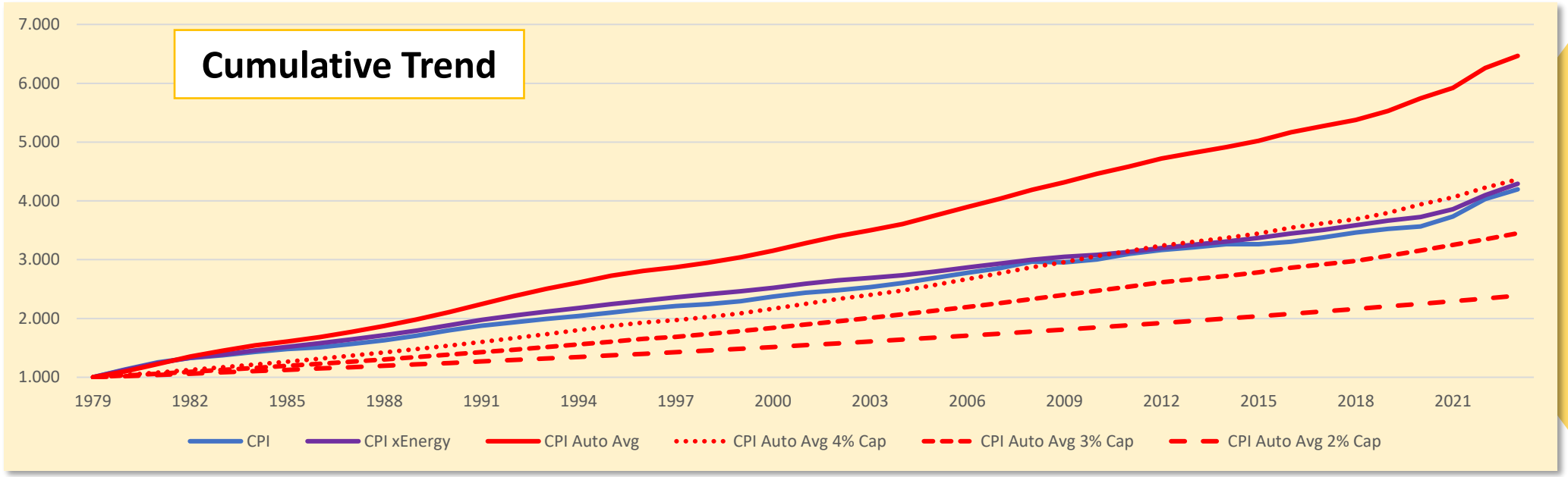
How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

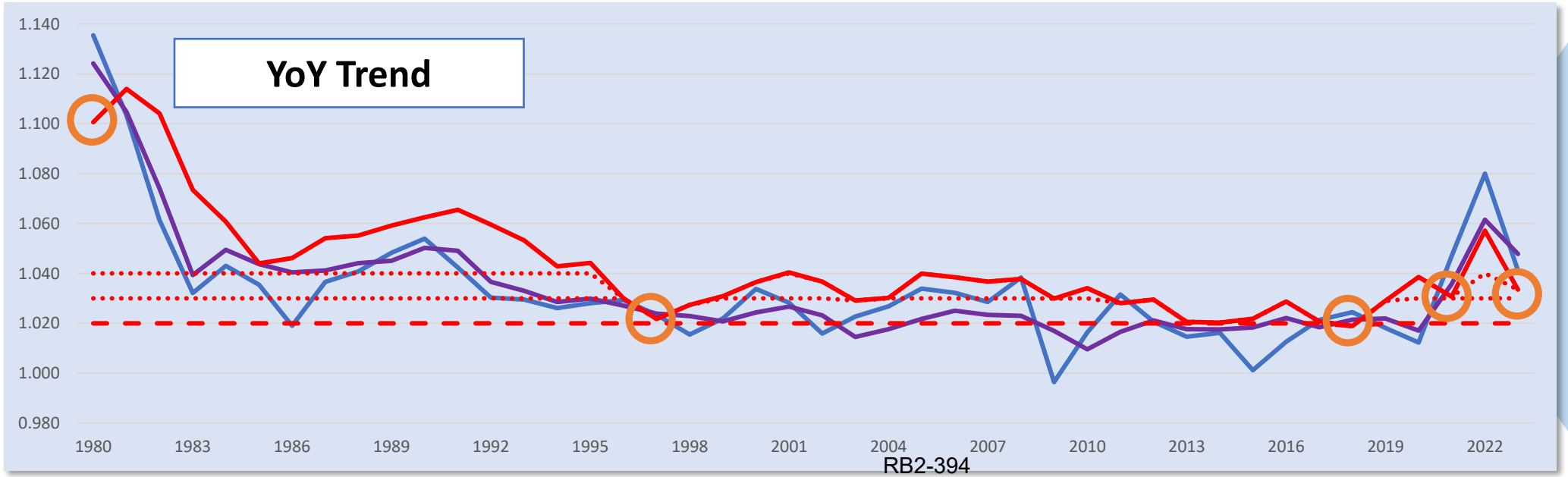
** ROC – Rate Order Calculation*



Historical Trends for Auto CPIs



Inflation cost of **Auto repair** is consistently higher than total CPI and CPI ex-energy.



Inflation cost of **Auto repair** was higher than core CPI ex-energy in 38 of last 43 years.

CPI Options for Auto Index Stability Selection

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

	Option A *Index Stability = CPI or CPI xEnergy*	**Option B** *Index Stability = CPI Related to Auto (Used Vehicle, Vehicle Repair, or Medical)*	**Option C** *Index Stability = Weighted Auto CPIs (Used Vehicle, Vehicle Repair, & Medical)*	**Option D** *Index Stability = Capped & Weighted Auto CPIs (Used Vehicle, Vehicle Repair, & Medical)*
Pros	Simple to publish	Simple to publish	Stable benchmark	Stable benchmark; aligned to industry's "fixed" adj
Cons	Less correlated to actual claim cost trends	Very volatile benchmarks with large annual swings	A little more complicated to publish	A little more complicated to publish

** ROC – Rate Order Calculation*

Recommended filing method for the Index Stability Factor

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

Filing

Rule – File
Rate – No Filing Required

- The rule filing algorithm (Rule 3) references the index (i.e. CPI) used for ISF.
- The rule filing (New ISF Rule) references the annual Bureau circular as the source for the ISF rating factor.

** ROC – Rate Order Calculation*

Filing: Leverage the NCRF recoupment language for the proposed update to Auto Rule 3.B.1.c.

- Aligning to a CPI Index
- What index do we use for Property?
- How do we file the Property rules and rates?
- How does the factor fit into the NCRB Property ROC?
- What index do we use for Auto?
- How do we file the Auto rules and rates?
- **How does the factor fit into the NCRB Auto ROC?**

** ROC – Rate Order Calculation*

3. PREMIUM DETERMINATION

A. For 1971-1982 model year sports cars identified in the Symbol Section as "s", the applicable symbol shall be one less than that shown.

B. Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision premiums are determined as follows:

1. Base Premium Determination

a. Refer to the Classification Rule and Primary Classification Rating Factor tables to determine the Use Factor and the Single or Multi-Car and Inexperienced Operator Rating Factors.

b. Add these rating factors to determine the Primary Classification Rating Factor.

c. Multiply the Primary Classification Rating Factor by the increased limits factors/deductible relativities, airbag discount and out of state vehicle surcharge, as applicable, to determine the Combined Rating Factor applicable to each coverage.

d. The base premium for each coverage is determined by multiplying the base rate by the Combined Rating Factor.

New Rule: The Index Stability Factor is applied based on the prior year's published CPI from BLS. Reference the Bureau circular for the factor associated with the time period the policy becomes effective.

c) Multiply the Primary Classification Rating Factor by the increased limits factors/deductible relativities, airbag discount, **index stability factor,** and out of state vehicle surcharge, as applicable, to determine the Combined Rating Factor applicable to each coverage.

Filing: Leverage the NCRF recoupment language for the proposed update to Auto Rule 3.B.1.c.

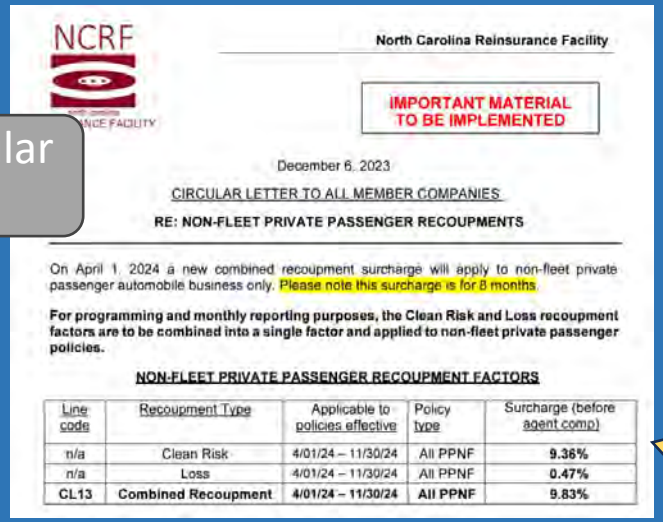
- Aligning to a CPI Index
- What index do we use for Property?
- How do we file the Property rules and rates?
- How does the factor fit into the NCRB Property ROC?
- What index do we use for Auto?
- How do we file the Auto rules and rates?
- **How does the factor fit into the NCRB Auto ROC?**

** ROC – Rate Order Calculation*

Example of Index Stability Factor to be published annually in circular

Year	CPI-Weighted Auto	CPI-Weighted Auto Capped at 3%	CPI-Weighted Auto Indexed to 2017	Applies to policies effective	Index Stability Factor
2017	1.69%	1.69%	1.69%	10/1/18 - 9/30/19	1.0169
2018	1.78%	1.78%	3.50%	10/1/19 - 9/30/20	1.0350
2019	2.86%	2.86%	6.47%	10/1/20 - 9/30/21	1.0647
2020	3.72%	3.00%	9.66%	10/1/21 - 9/30/22	1.0966
2021	4.75%	3.00%	12.95%	10/1/22 - 9/30/23	1.1295
2022	6.73%	3.00%	16.34%	10/1/23 - 9/30/24	1.1634
2023	4.13%	3.00%	19.83%	10/1/24 - 9/30/25	1.1983

Example Circular from NCRF



NCRF

North Carolina Reinsurance Facility

IMPORTANT MATERIAL TO BE IMPLEMENTED

December 6, 2023

CIRCULAR LETTER TO ALL MEMBER COMPANIES

RE: NON-FLEET PRIVATE PASSENGER RECOUPMENTS

On April 1, 2024 a new combined recoupment surcharge will apply to non-fleet private passenger automobile business only. Please note this surcharge is for 8 months.

For programming and monthly reporting purposes, the Clean Risk and Loss recoupment factors are to be combined into a single factor and applied to non-fleet private passenger policies.

NON-FLEET PRIVATE PASSENGER RECOUPMENT FACTORS

Line code	Recoupment Type	Applicable to policies effective	Policy type	Surcharge (before agent comp)
n/a	Clean Risk	4/01/24 – 11/30/24	All PPNF	9.36%
n/a	Loss	4/01/24 – 11/30/24	All PPNF	0.47%
CL13	Combined Recoupment	4/01/24 – 11/30/24	All PPNF	9.83%

Next Steps & Project Timeline

Aligning to a CPI Index

What index do we use for Property?

How do we file the Property rules and rates?

How does the factor fit into the NCRB Property ROC?

What index do we use for Auto?

How do we file the Auto rules and rates?

How does the factor fit into the NCRB Auto ROC?

	Auto	Property
Internal Leadership Check-in	2/20/2024	2/20/2024
Updates from Leadership Feedback	March	March
ISO Review	n/a	3/14/2024
Internal Leadership Review	4/2/2024	4/2/2024
Legal Review Complete	4/23/2024	4/23/2024
Auto and Property Committees	5/9/2024	5/8/2024
Auto and Property Committees	June	June
Governing Committee	**7/23/2024**	**7/23/2024**
Filing	August	August
COI Approval	November	November
CPI data for 2024	3/1/2025	3/1/2025
Circular	4/1/2025	4/1/2025
Effective date	10/1/2025	10/1/2025

We are here!

** ROC – Rate Order Calculation*

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MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD VIRTUALLY MAY 9, 2024

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Chris Gumaer
	Rick Pierce**
	AJ Robinson
Erie Insurance Company	Darrin Birtciel
Government Employees Insurance Co	Monica Grillo
	Shi Adams
Hartford Accident and Indemnity Company	Steve Cummings
Liberty Mutual Insurance Company	Mark Sweder
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaawrek
State Farm Mutual Automobile Insurance Company	Jennifer Heizer

OTHERS PRESENT	REPRESENTED BY
Young Moore and Henderson, P.A.	Brian Beverly
	Mickey Spivey
	Lisa Leeaphorn
Staff	Jarred Chappell**
	Tom Burns
	Mark Ford
	Andy Montano
	Rebecca Williams**
	Stephanie Gunn
	Hayley Embley
	Karen Ott

** Attended in-person

The meeting commenced at approximately 10:00 A.M., Mr. Sweder presiding.

Attention was directed to Antitrust Compliance Policy and Board Resolution, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. Private Passenger Auto Non-Rate Initiatives
   Mr. Montano opened the meeting with a summary of the non-rate action concept. He stated that the goals are to allow the adjustment of rates to reflect the impact of inflation and reduce the burden on the Rate Bureau and the DOI of costly and time-consuming rate filings.

Attention was directed to exhibits that were prepared by Rate Bureau staff and previously distributed with the agenda regarding non-rate options. Mr. Ford reviewed the exhibits in detail, stating that the non-base rate concept would align with the latest 12-month percentage change in the Consumer Price Index (CPI). He provided four options for selecting an Index Stability Factor (ISF) and explained the indexes and weighting methods to be used under each option. which included 1) Option A: basing the ISF on CPI or CPI xEnergy; 2) Option B: basing the ISF on CPI's more specifically related to auto insurance; 3) Option C: basing the ISF on a weighted average of CPI's related to auto insurance; and 4) Option D: basing the ISF on a capped weighted average of CPI's related to auto insurance.

Mr. Ford reviewed historical trends for CPIs related to auto insurance and summarized the pros and cons of each option presented.

The Committee members discussed mechanisms for filing an ISF. Mr. Ford recommended filing the ISF as a one-time change under Rule 3 Premium Determination in the Private Passenger Auto Manual and referencing an annual Rate Bureau circular as the source of the ISF.

Further discussion ensued and Mr. Ford fielded questions from the Committee.

Following discussion regarding the next steps and project timeline, the Committee agreed to review the proposed options and come to the next meeting prepared to vote on the items presented in today's meeting. Mr. Montano stated that Rate Bureau staff will provide more information for review and consideration prior to the next meeting.

2. Report of Staff

Mr. Montano reported on Rate Bureau activities, stating that 1) the revised rates, rules, and forms pertaining to UM and UIM coverages required by S.L. 2023-133 (former S.B. 452) have been filed with the Commissioner of Insurance and are still pending; 2) the Dwelling rate filing submitted to the Commissioner in July, 2023 has been settled; 3) the Homeowners rate filing that was submitted on January 3, 2024 as well as the Mobile Home rate filings submitted on April 8 are still pending with the Commissioner of Insurance; and 4) the ISO 2022 Homeowners Program is currently under review.

Mr. Chappell reminded the Committee that the 2024 Annual Meeting will be held on October 15 at the Washington Duke Inn and Golf Club in Durham, NC. He encouraged the Committee members to attend.

3. Report of Counsel

Mr. Beverly reported that, in the Reinsurance Facility, the Other Than Clean Private Passenger rates were filed with the Commissioner on April 23, 2024 with an overall 23.4% increase to become effective December 1, 2024. He also noted that a Commercial Auto rate increase of 12.7% became effective on April 1, 2024.

Mr. Spivey reported that a document outlining inconsistencies and contradictory provisions in S.L. 2023-133 has been shared with industry representatives who may bring it to the attention of the legislature for potential technical corrections in the short session.

Mr. Beverly updated the Committee on the case of Ha v. Nationwide, which is still pending at the North Carolina Supreme Court and concerns whether mailing of notice of cancellation for a homeowners policy constitutes sufficient notice. Mr. Beverly noted that the Rate Bureau has played an amicus role throughout the appeal of this case and the Rate Bureau's counsel participated in oral arguments to the Supreme Court on April 16, 2024.

Mr. Beverly reported that the Supreme Court's holding in N.C. Farm Bureau v. Hebert on UIM stacking reverses longstanding case law regarding UIM coverage. He stated that it was a favorable decision for the industry, but is not expected to impact claims after the changes to UIM coverage contained in S.L. 2023-133 become effective.

4. Other Business

   A member company representative brought a question to the attention of the Committee regarding premium determination and the rate order calculation following the recent revisions to Rule 3.B.1. and Rule 3.B.6. of the Personal Auto Manual.

   After discussion, the Committee requested Rate Bureau staff to provide background and history on premium determination. Mr. Montano stated that he will report on staff's review of the matter at the next meeting.

5. Adjournment

   There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano
Director, Personal Lines

AM:ko
AC-24-5
5/28/2024

Automobile Committee
Meeting Agenda

Date: May 29, 2024 Time: 10:00 AM (EDT) Zoom Teleconference
Join the meeting from the link below. The link will provide the video and audio (if your computer does not allow audio/microphone please dial in separately using the teleconference info below, please do not do both for audio):

1. **Welcome**

2. **Roll Call**

3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3)**

4. **2024 Private Passenger Auto Non–Rate Initiatives**
   At the last meeting held on May 9, 2024 the Rate Bureau presented the Index Rate Stabilizer concept to the Automobile Committee. Staff requested that the Committee review the concept details and direct staff on the next steps. Please refer to **Exhibit 4** for the items under the Auto Committee's consideration.

   The Committee will be asked to direct staff on the next steps.

5. **Premium Determination**
   Questions arose at the last meeting regarding premium determination and the rate order calculation following the revisions to Rule 3.B.1. and Rule 3.B.6. in the Personal Auto Manual which was effective April 1, 2023. Please find attached **Exhibit 5**, NCRB Circular Letter A-22-1 Personal Auto Policy Program Revisions.

   Staff will report on their review of the matter.

6. **Report of Staff and Counsel**
   Staff and Counsel will report on any recent developments.

7. **Other Business**

8. **Adjournment**
   If there is no further business, the meeting will be adjourned.

AM:ko
AC-24-6
5/23/24
Attachments

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

Exhibit 4

Non-Rate Research

Options for Auto Committee Discussion

Disclaimer

These slides are part of a presentation given to a committee of the North Carolina Rate Bureau, and these slides are incomplete without the accompanying oral presentation and any other materials included as part of that overall presentation.

Agenda

CPI Indexing Discussion

- *Single Index Stability Factor*
- *Segmented Index Stability Factors by Coverage*
- *Capped Index Stability Factors*

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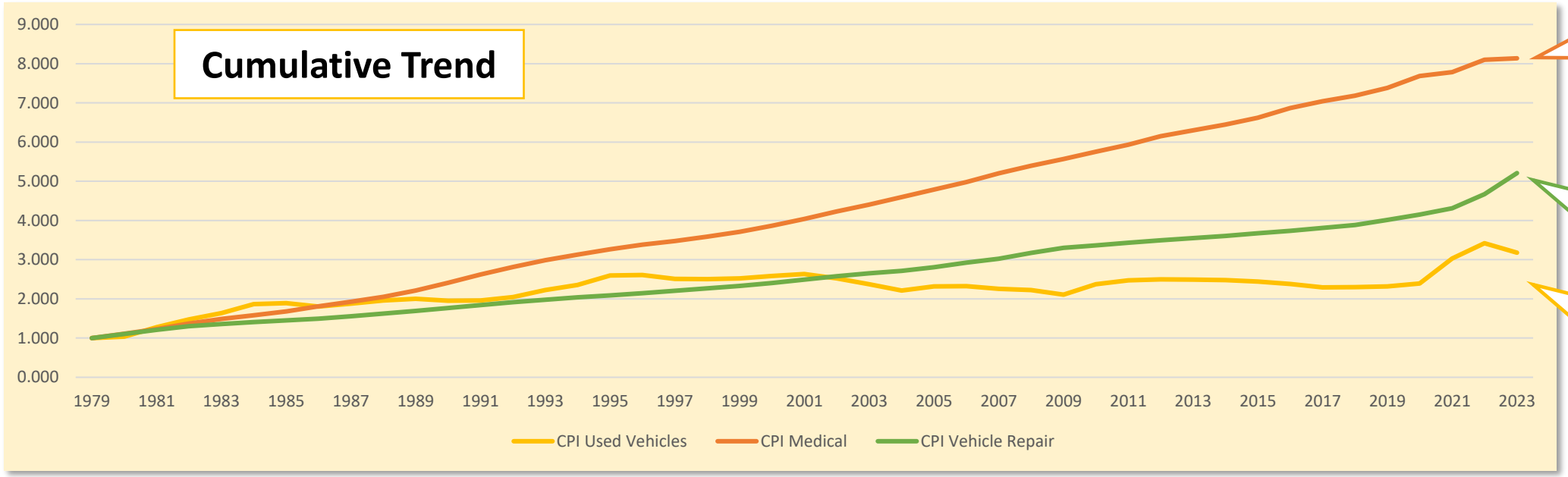
Mix of 2022 Premiums (2024 Filing) to consider when selecting coverage-specific Index Stability Factors

Coverage	Premium $Billions	Premium %
BI	$1.50	19%
PD	$2.02	25%
MP	$0.16	2%
UMBI	$0.15	2%
UMPD	$0.02	0%
UIMBI	$0.24	3%
CP	$1.06	13%
CL	$2.91	36%
Total	**$8.06**	**100%**

Coverage	Premium $Billions	Premium %
BI + MP	$1.66	21%
PD + CL + CP	$5.99	74%
Total	**$7.65**	**95%**

Key
BI: Bodily Injury
PD: Property Damage
MP: Medical Payments
UM: Uninsured
UIM: Underinsured
CP: Comprehensive
CL: Collision

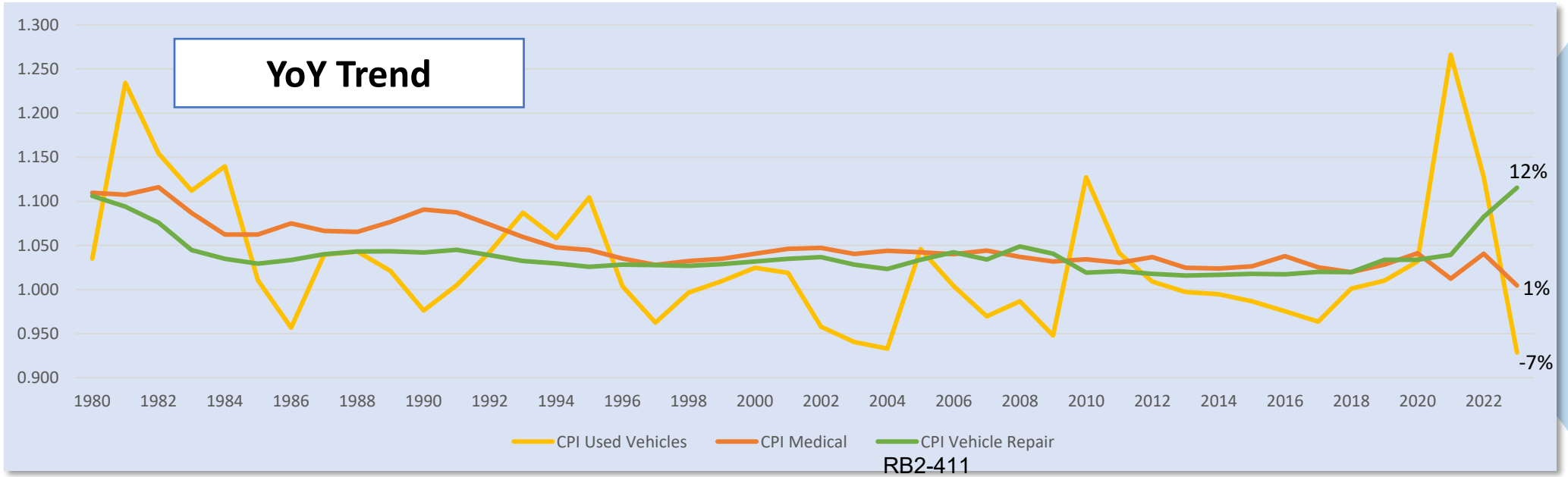
Auto CPIs: Overview of Separate BLS CPIs by Coverage



Medical CPI

Vehicle Repair CPI

Used Vehicles CPI



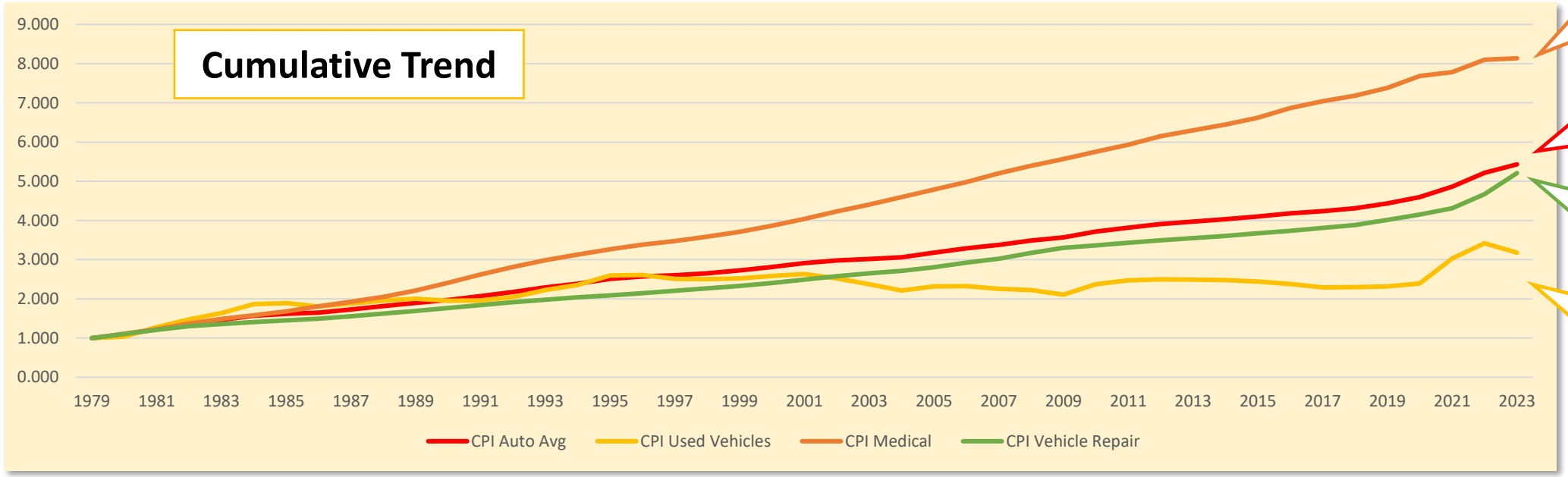
# of years CPIs have been negative in last 44 years:

Medical: 0

Veh Rep: 0

Used Veh: 16 (36%)

Auto CPIs: Option 1 Weighted CPI for all Coverages

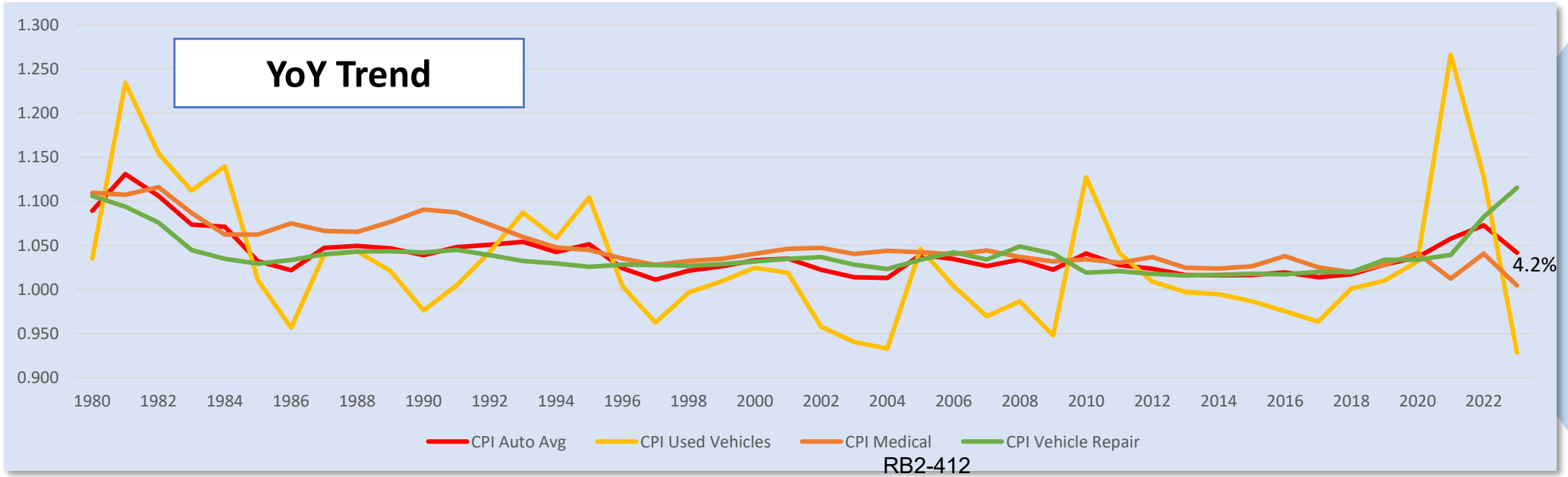


Medical CPI

One ISF (BI PD MP CP CL) weighted 25-50-25

Vehicle Repair CPI

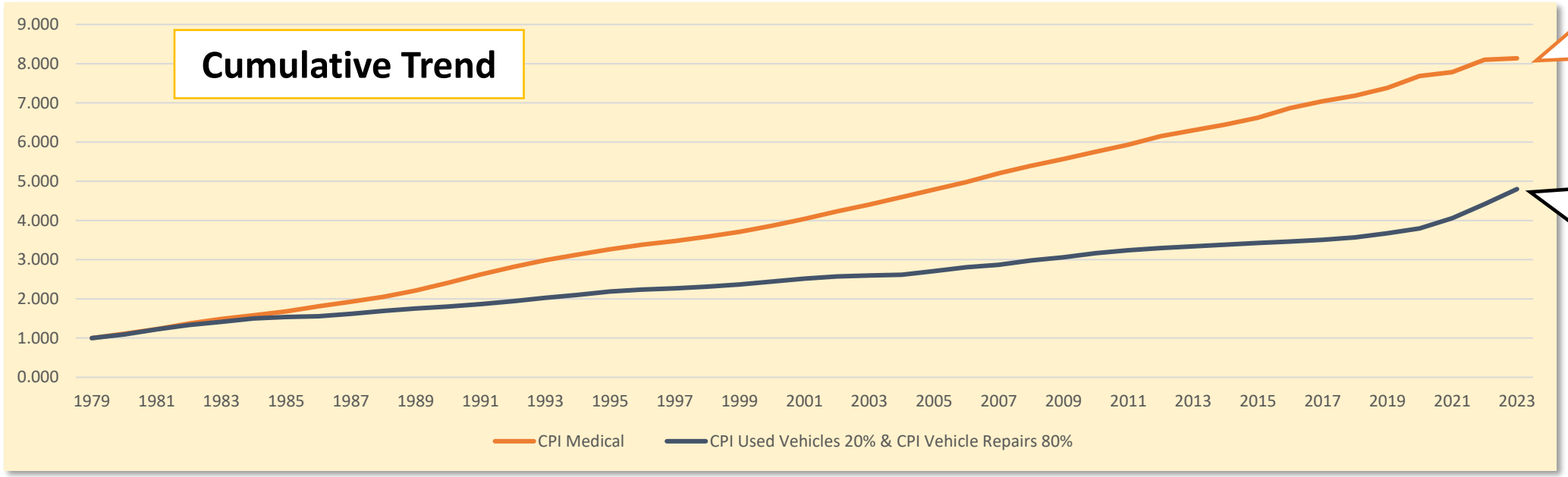
Used Vehicles CPI



# of years "One Weighted CPI" has been negative in last 44 years:

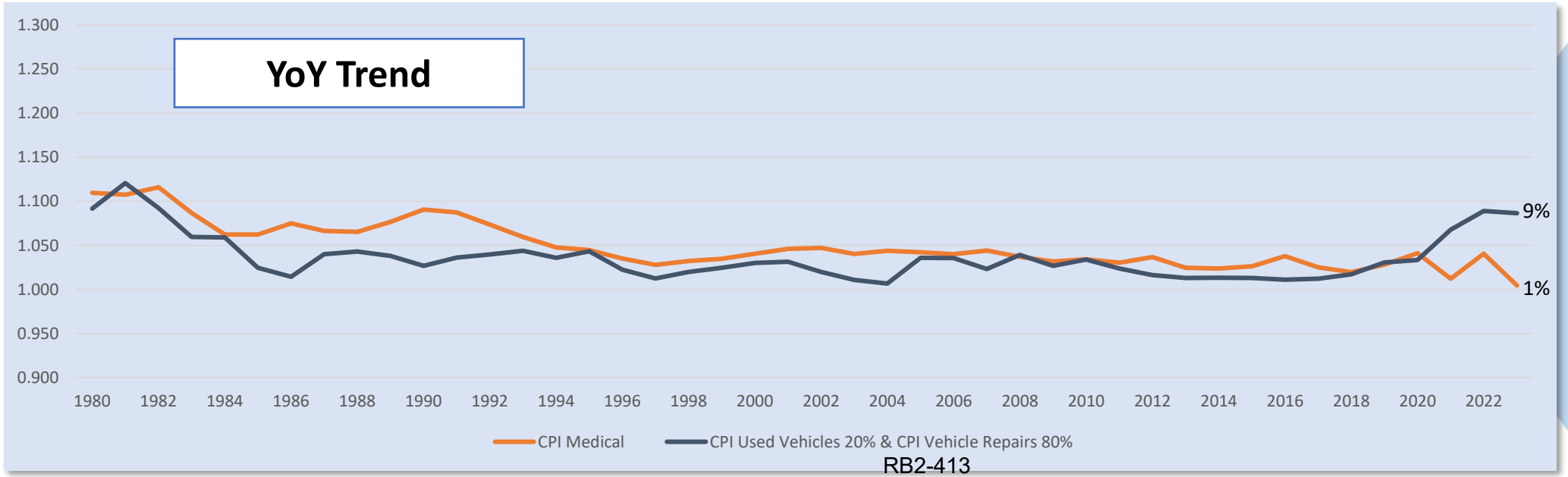
Weighted: 0

Auto CPIs: Option 2 Separate CPIs by Coverage



Medical CPI used for Liability (BI MP)

Vehicle Repair CPI (80%) and Used Veh CPI (20%) used for CP, CL, PD

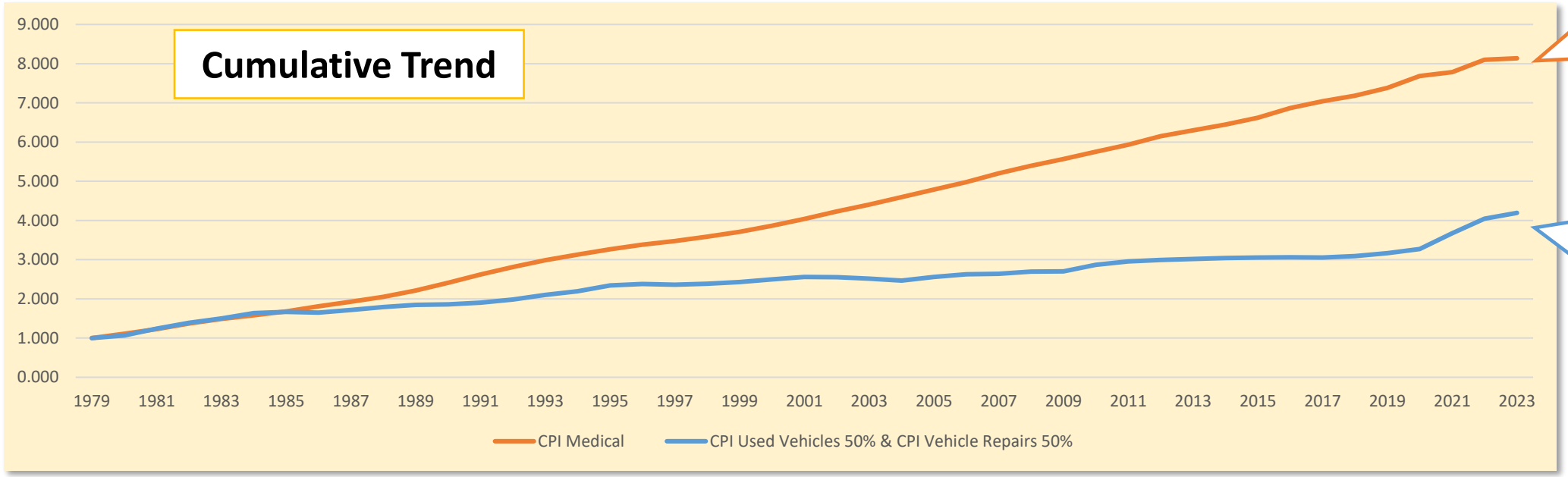


# of years CPIs have been negative in last 44 years:

Liability: 0

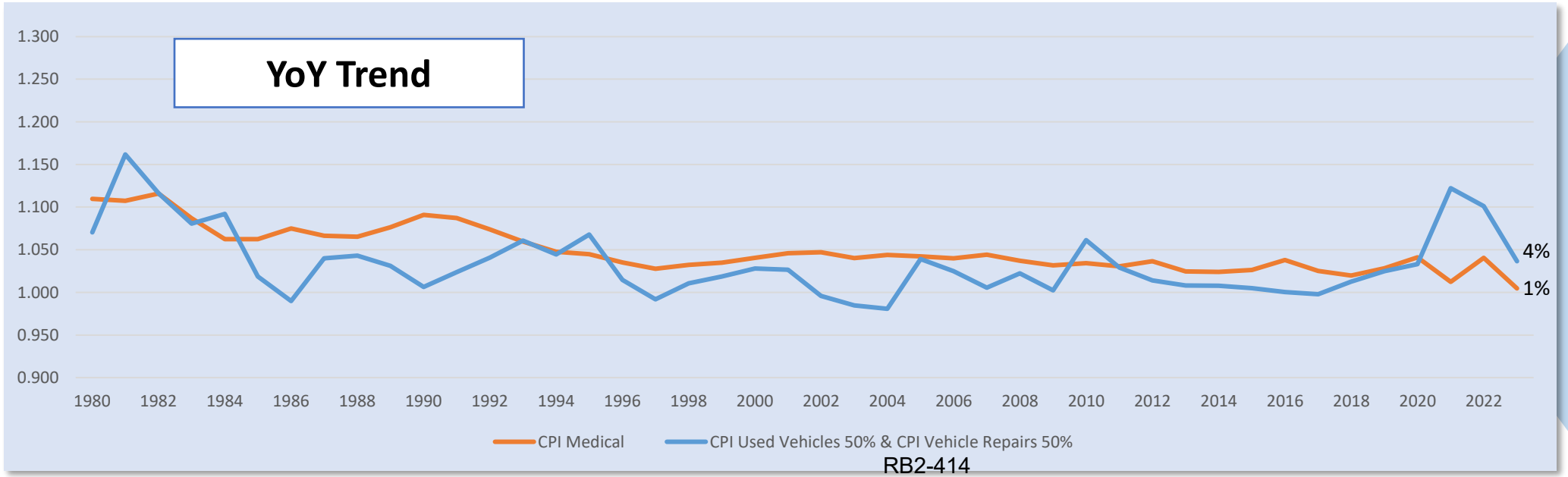
80/20 PhysDam: 0

Auto CPIs: Option 3 Separate CPIs by Coverage



Medical CPI used for Liability (BI MP)

Vehicle Repair CPI(50%) and Used Veh CPI (50%) used for CP, CL, PD

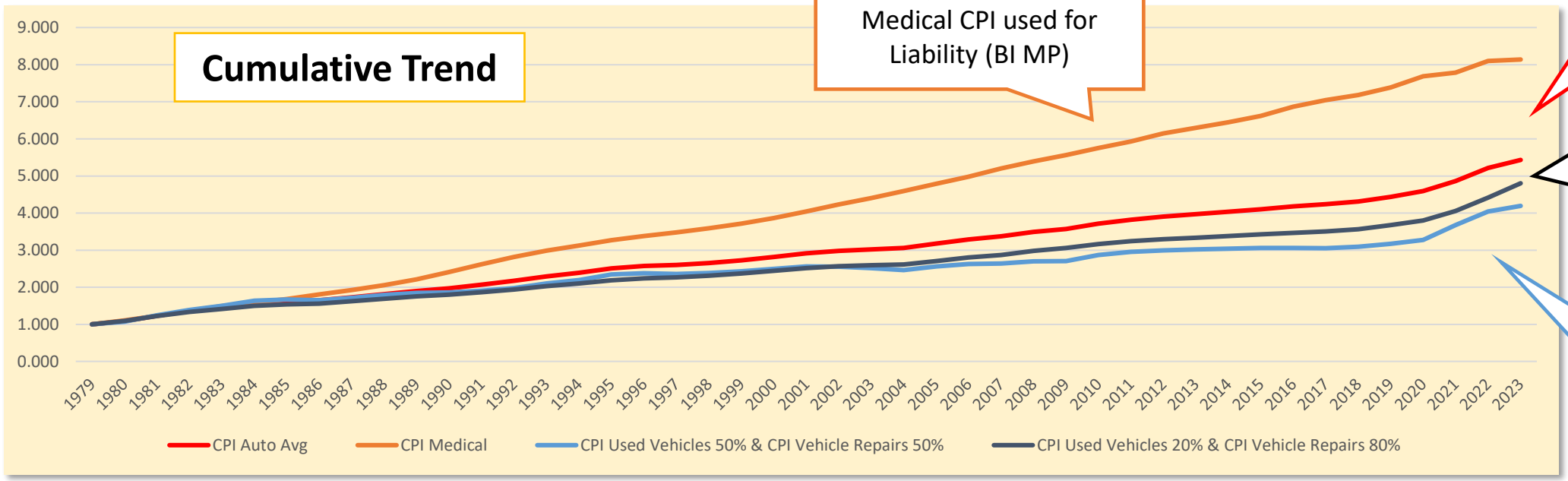


# of years CPIs have been negative in last 44 years:

Liability: 0

50/50 PhysDam: 6 (14%)

Auto CPIs: Options 1-3

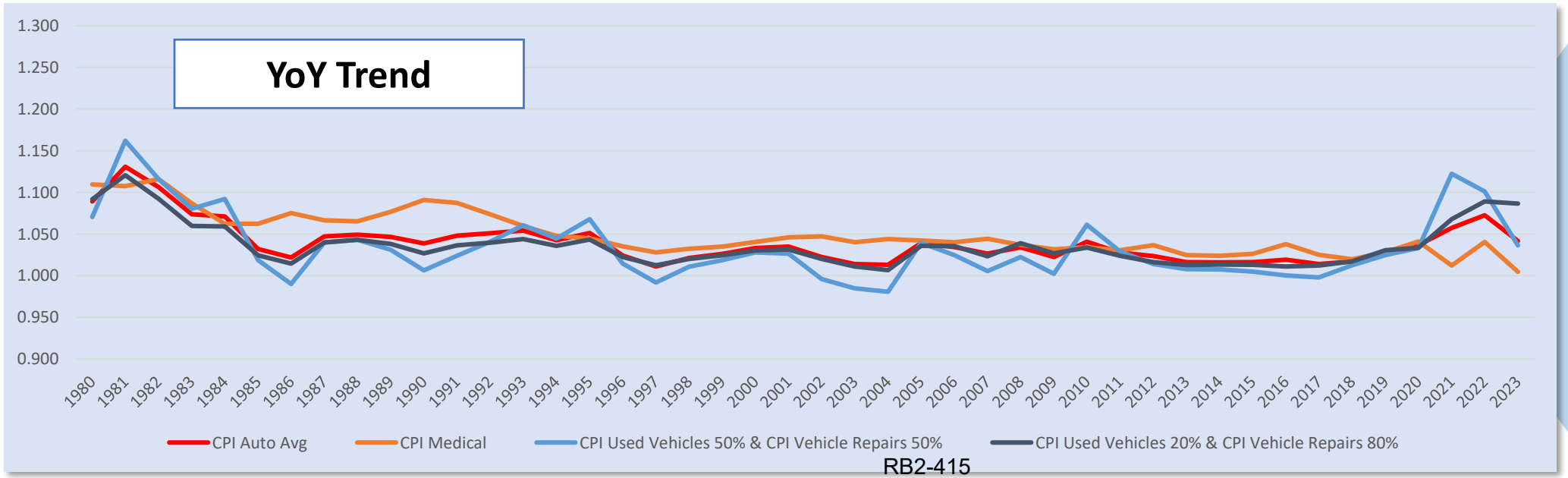


Options 2&3
Medical CPI used for Liability (BI MP)

Option1:
One ISF on all coverages, weighted 25-50-25

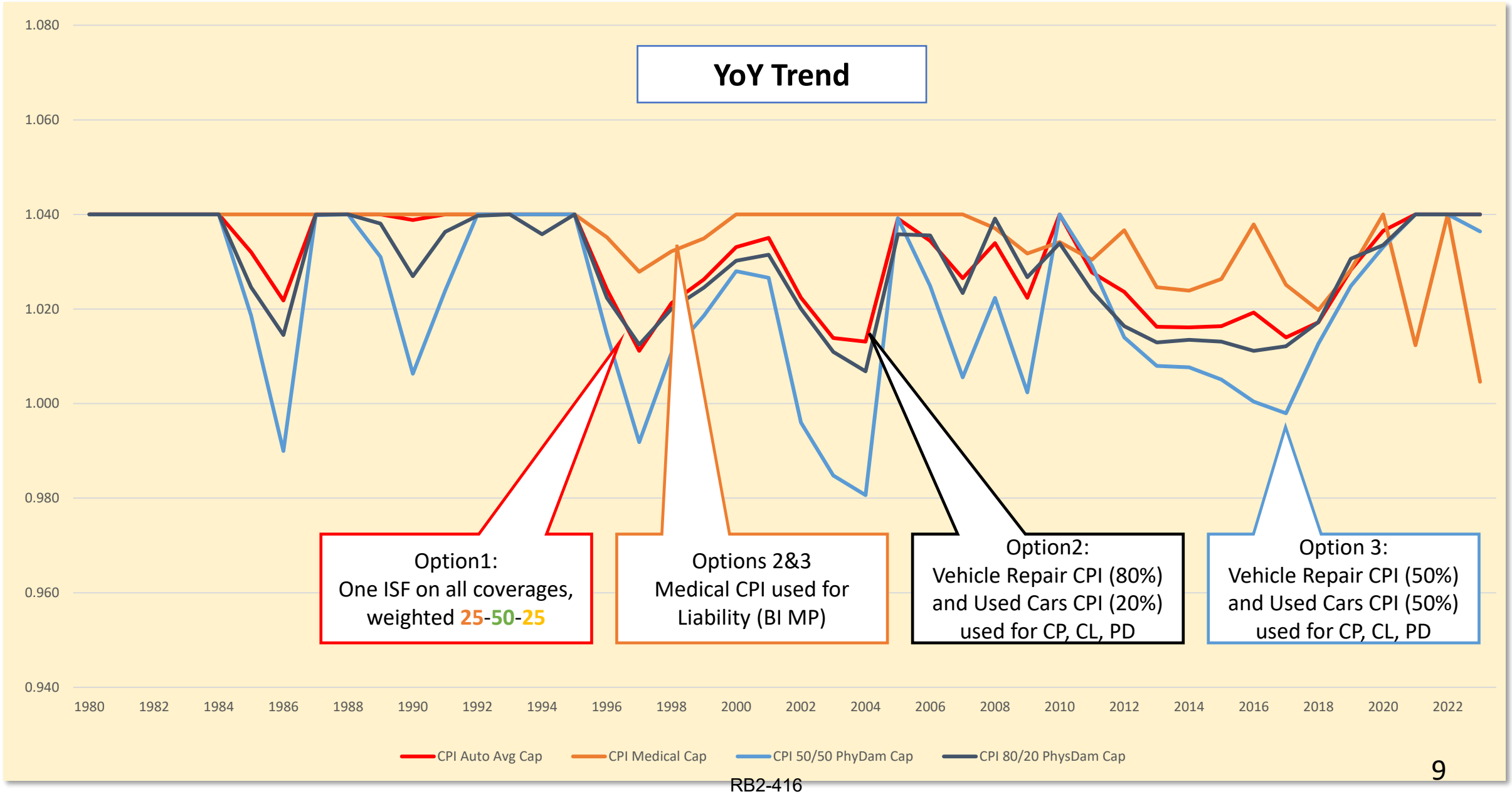
Option2:
Vehicle Repair CPI (80%) and Used Veh CPI (20%) used for CP, CL, PD

Option 3:
Vehicle Repair CPI (50%) and Used Veh CPI (50%) used for CP, CL, PD



Only Option 3 has 6 (out of 44) negative years for the PhysDam CPI

Auto CPIs: Options 1-3 Capped at +4%



Hypothetical 2023 (2024 effective) Index Stability Factors

Option1 Single ISF
- *Medical = +0.5%*
- *Vehicle Repair = +11.5%*
- *Used Vehicles = -7.1%*
- *Total mix 25/50/25 = +4.2%*

Option2 Segmented ISF
- *Medical = +0.5%*
- *Vehicle Repair = +11.5%*
- *Used Vehicles = -7.1%*
- *PhysDam 80/20 = +8.6%*

Option3 Segmented ISF
- *Medical = +0.5%*
- *Vehicle Repair = +11.5%*
- *Used Vehicles = -7.1%*
- *PhysDam 50/50 = +3.6%*

Coverage	Premium $B	Premium %	Option 1 Uncapped ISF	Option 1 Capped ISF 2023/24	Option 2 Uncapped ISF 2023/24	Option 2 Capped ISF 2023/24	Option 3 Uncapped ISF 2023/24	Option 3 Capped ISF 2023/24
BI	1.50	19%	1.042	1.040	1.005	1.005	1.005	1.005
PD	2.02	25%	1.042	1.040	1.086	1.040	1.036	1.036
MP	0.16	2%	1.042	1.040	1.005	1.005	1.005	1.005
UMBI	0.15	2%						
UMPD	0.02	0%						
UIMBI	0.24	3%						
CP	1.06	13%	1.042	1.040	1.086	1.040	1.036	1.036
CL	2.91	36%	1.042	1.040	1.086	1.040	1.036	1.036
Total	**$8.06**	**100%**	**1.040**	**1.038**	**1.065**	**1.031**	**1.028**	**1.028**

MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD VIRTUALLY MAY 29, 2024

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Chris Gumaer
	Rick Pierce
	AJ Robinson
Erie Insurance Company	Darrin Birtciel
Government Employees Insurance Co	Monica Grillo
	Shi Adams
Hartford Accident and Indemnity Company	Eric Mize
Liberty Mutual Insurance Company	Mark Sweder
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaawerk
State Farm Mutual Automobile Insurance Company	Jennifer Heizer**
Travelers Insurance Company	Molly Bowtruczyk Bowtruczyk

OTHERS PRESENT	REPRESENTED BY
Young Moore and Henderson, P.A.	Brian Beverly
	Lisa Leeaphorn
Staff	Jarred Chappell***
	Mark Ford
	Andy Montano***
	Rebecca Williams
	Stephanie Gunn***
	Hayley Embley***

**Partial attendance
***Attended in-person at the Rate Bureau office

The meeting commenced at approximately 10:00 A.M., Mr. Sweder presiding.

Attention was directed to the Antitrust Compliance Policy, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. 2024 Private Passenger Auto Non-Rate Initiatives
   Mr. Montano opened the meeting with an overview of the non-rate action concept that was presented in the prior Auto Committee meeting held on May 9, 2024. He stated that the goals of this meeting were to obtain the Committee's decision on whether to recommend to the Governing Committee and the Facility Board of Governors to move forward with the non-rate concept and, if so, which option to recommend.

Attention was directed to exhibits prepared by Rate Bureau staff and previously distributed with the agenda regarding non-rate options. Mr. Ford reviewed the exhibits in detail, providing three options for selecting an Index Stability Factor (ISF). He explained the indexes and weighting methods to be used under each option, which included 1) Option 1: basing the ISF on a single weighted average of CPI's related to auto insurance; 2) Option 2: basing the ISF on multiple weighted CPI's related to auto insurance that are segmented by liability coverage and auto physical damage coverage, utilizing an 80/20 ratio for CPI for vehicle repair and CPI for used vehicles, respectively; and 3) Option 3: basing the ISF on multiple weighted CPI's related to auto insurance that are segmented by liability coverage and auto physical damage coverage, utilizing a 50/50 ratio for vehicle repair CPI and used vehicle CPI.

Mr. Ford reviewed historical trends for CPIs related to auto insurance that spanned 44 years of data and summarized the pros and cons of each option presented. Mr. Ford then fielded questions from the Committee.

Following discussion, a motion was made, seconded, and passed to recommend to the Governing Committee and the Facility Board of Governors to pursue Option 1 with a floor cap of 0% and a ceiling cap of 10% for Private Passenger Auto rates, both voluntary and ceded, and to consider Option 2 as an alternative after discussions with the Department of Insurance and learning what option(s) the Property Committee recommends.

2. Premium Determination

Attention was directed to exhibits regarding NCRB Circular Letter A-22-1 Personal Auto Policy Program Revisions. Mr. Montano provided a background and history of the revisions to Rule 3.B.1. and Rule 3.B.6. in the Personal Auto Manual that became effective April 1, 2023.

After discussion, the Auto Committee agreed to review the possibility of publishing a rate order calculation for carriers to reference. Mr. Montano stated the Rate Bureau staff and counsel will provide more information for review and consideration prior to the next meeting.

3. Report of Staff

Mr. Chappell reported on Rate Bureau activities, stating that 1) the revised rates, rules, and forms pertaining to UM and UIM coverages required by S.L. 2023-133 (former S.B. 452) have been filed with the Commissioner of Insurance and are still pending; 2) the Rate Bureau withdrew and remade the UM/UIM rates and rules filing to include additional data requested by the Department; 3) the Dwelling rate filing submitted to the Commissioner in July, 2023 has been settled; and 4) the Homeowners rate filing that was submitted on January 3, 2024 as well as the Mobile Home rate filings submitted on April 8, 2024, are still pending with the Commissioner of Insurance, and the Commissioner issued notices of hearing in the Mobile Home filings, setting a hearing to begin April 7, 2025.

4. Report of Counsel

Mr. Beverly reported that a document outlining inconsistencies and contradictory provisions in S.L. 2023-133 has been shared with industry representatives who may bring it to the attention of the legislature for potential technical corrections in the short session.

5. Other Business

Mr. Montano requested the Committee to consider if the classification review should be conducted at an upcoming Auto Committee meeting or in December 2024.

After discussion, the Committee reached a consensus that the classification review should be conducted in December 2024.

6. Adjournment
   There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano
Director, Personal Lines

AM:ko
AC-24-6
6/11/2024

Automobile Committee
Meeting Agenda

Date: December 11, 2024 **Time: 9:00 AM (EDT)** **In-Person/Zoom Teleconference**
The link below will provide video and audio. If your computer does not allow audio/microphone, please dial in separately.

---

1. **Welcome**

2. **Roll Call**

3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements Exhibits 1, 2, 3**

4. **2025 Private Passenger Automobile Rate Review**
   The Committee will be asked to make selections pertaining to the 2025 Auto Rate Review. **Exhibit 4** (data pertaining to trends, loss development, dividends, deviations, and expenses) and **Exhibit 5** (company letters regarding reserve strengthening and expense savings) are attached for the Committee's review and consideration in performing the rate review.

5. **Auto Rate Order Calculation**
   At the August meeting, the Committee reviewed a draft of the rate order calculation presented by the Rate Bureau. The Committee instructed Staff to study various aspects of the rate order calculation and study whether the rate order calculation and rating examples should be published in the Personal Auto Manual, Circular, or through the NCRB Member Portal; and to present all findings at the next Auto Committee meeting. Please refer to **Exhibit 6** for Staff's findings.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.

6. **Report of Staff and Counsel**
   Staff and Counsel will report on any recent developments.

7. **Other Business**

8. **Adjournment**
   If there is no further business, the telephone conference will be adjourned.

AM:ko
Attachments
AC-24-8
12/5/2024

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

December 4th, 2024

To: North Carolina Rate Bureau Automobile Committee Members
For your information and review, attached are exhibits showing the latest available trend experience for Personal Automobile in North Carolina.
The following data are included:

Determination of trend for expenses using CPI, CCI		Pages 1-4
Graphs of claim costs and frequency - liability coverages		Pages 5-11
Bodily Injury (Basic Limit) - Claim Cost	*Page 5*	
Bodily Injury (Basic Limit) - Frequency	*Page 6*	
Bodily Injury (Total Limits) - Claim Cost	*Page 7*	
Property Damage - Claim Cost	*Page 8*	
Property Damage - Frequency	*Page 9*	
Medical Payments - Claim Cost	*Page 10*	
Medical Payments - Frequency	*Page 11*	
Graphs of claim costs and frequency - physical damage coverages		Pages 12-15
Comprehensive - Claim Cost	*Page 12*	
Comprehensive - Frequency	*Page 13*	
Collision - Claim Cost	*Page 14*	
Collision - Frequency	*Page 15*	
Trend data - liability coverages		Pages 16-19
Bodily Injury (Basic Limit)	*Page 16*	
Bodily Injury (Total Limits)	*Page 17*	
Property Damage	*Page 18*	
Medical Payments	*Page 19*	
Trend data - physical damage coverages		Pages 20-33
Comprehensive (full coverage)	*Page 20*	
Comprehensive ($50 deductible)	*Page 21*	
Comprehensive ($100 deductible)	*Page 22*	
Comprehensive ($250 deductible)	*Page 23*	
Comprehensive ($500 deductible)	*Page 24*	
Comprehensive ($1,000 deductible)	*Page 25*	
Comprehensive (all deductibles combined)	*Page 26*	
Collision ($50 deductible)	*Page 27*	
Collision ($100 deductible)	*Page 28*	
Collision ($200 deductible)	*Page 29*	
Collision ($250 deductible)	*Page 30*	
Collision ($500 deductible)	*Page 31*	
Collision ($1,000 deductible)	*Page 32*	
Collision (all deductibles combined)	*Page 33*	

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Fast track data		Pages 34-45
North Carolina	*Pages 34-37*	
Multistate	*Pages 38-41*	
Data and graphs - Uninsured & Underinsured Motorists		Pages 46-54
Uninsured Motorists - graphs	*Pages 42-45*	
Underinsured Motorists - graphs	*Pages 46-47*	
Uninsured Motorists - data	*Pages 48-49*	
Underinsured Motorists - data	*Page 50*	
External Indices		Pages 51-53
North Carolina Gasoline Sales	*Page 51*	
Miles Driven and Gasoline Consumption	*Page 52*	
Retail Price of Motor Fuel	*Page 53*	
Loss Development		Pages 54-66
BI/PD/MP	*Pages 54-58*	
UM/UIM	*Pages 59-63*	
Tail Beyond 63 months	*Pages 64-66*	
Contingencies		Pages 67-69
North Carolina net deviations		Pages 70-71
North Carolina dividends		Page 72
Expense Summary		Page 73
Selection Sheet		Page 74

This information will form a basis for the selections to be made at the Automobile Committee meeting on December 11.
Please e-mail me at ddenicola@iso.com if you have any questions on this material.
Sincerely, Dave DeNicola

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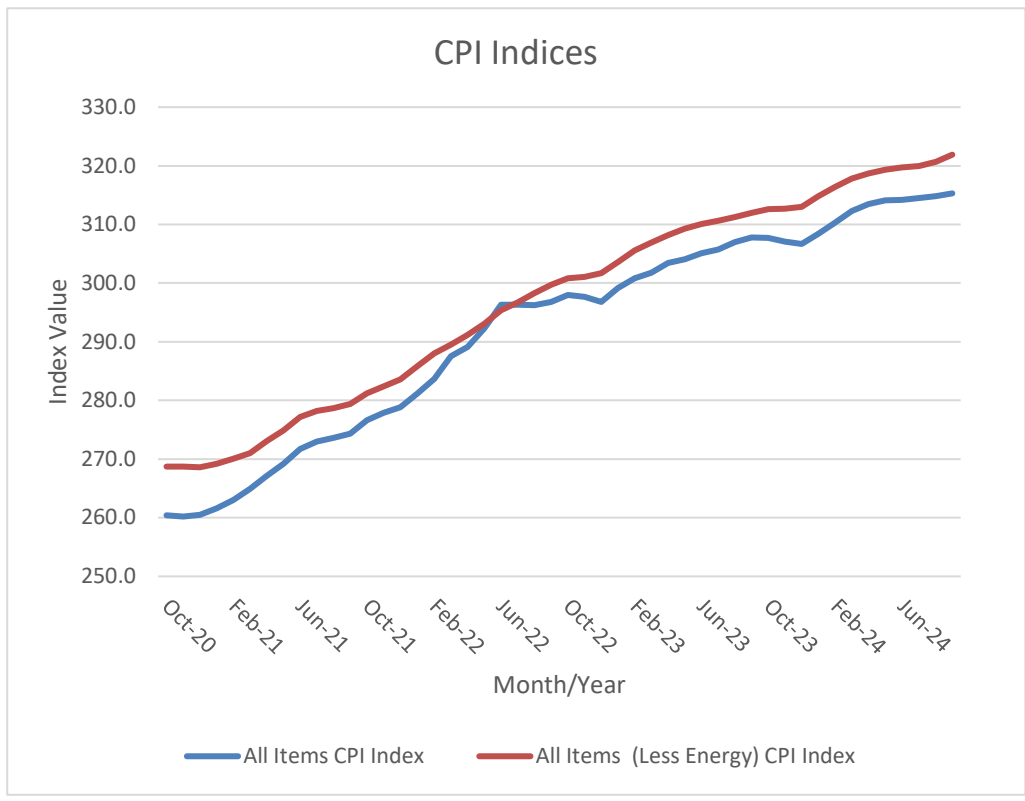
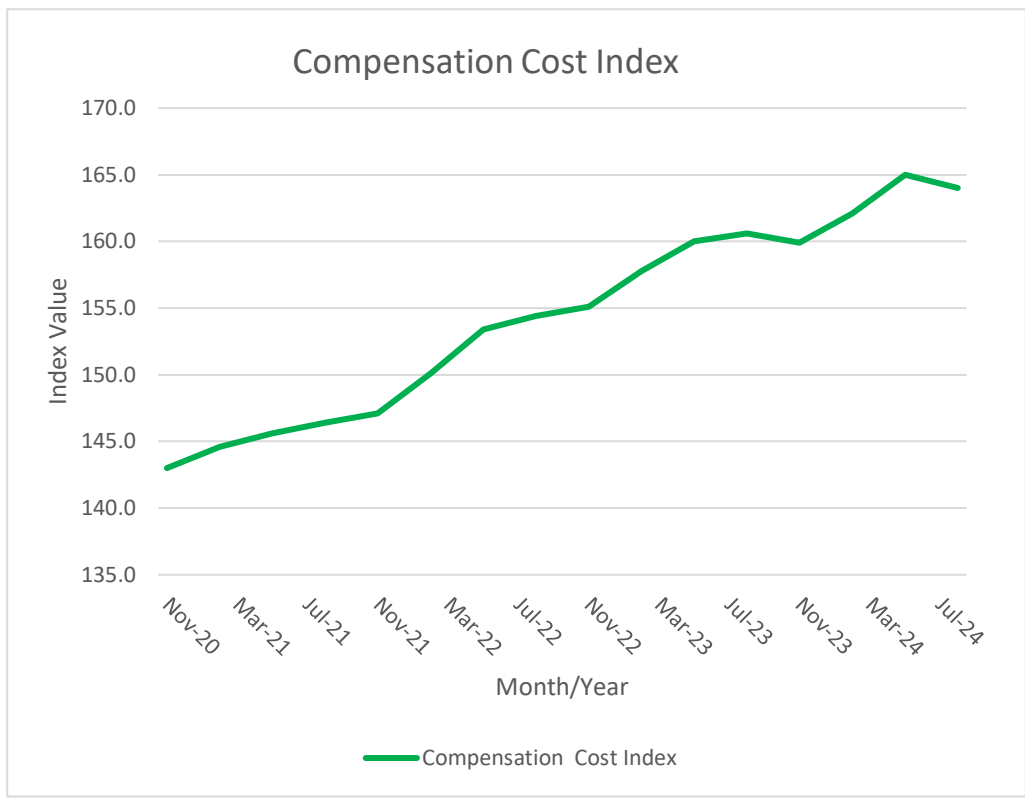
NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

DATA

Month	All Items CPI Index	All Items (Less Energy) CPI Index	Compensation Cost Index
Oct-20	260.4	268.7	
Nov-20	260.2	268.7	143.0
Dec-20	260.5	268.6	
Jan-21	261.6	269.2	
Feb-21	263.0	270.1	144.6
Mar-21	264.9	271.0	
Apr-21	267.1	273.1	
May-21	269.2	274.9	145.6
Jun-21	271.7	277.2	
Jul-21	273.0	278.2	
Aug-21	273.6	278.7	146.4
Sep-21	274.3	279.4	
Oct-21	276.6	281.2	
Nov-21	277.9	282.4	147.1
Dec-21	278.8	283.6	
Jan-22	281.1	285.8	
Feb-22	283.7	288.0	150.1
Mar-22	287.5	289.5	
Apr-22	289.1	291.2	
May-22	292.3	293.1	153.4
Jun-22	296.3	295.4	
Jul-22	296.3	296.7	
Aug-22	296.2	298.3	154.4
Sep-22	296.8	299.7	
Oct-22	298.0	300.8	
Nov-22	297.7	301.1	155.1
Dec-22	296.8	301.7	
Jan-23	299.2	303.6	
Feb-23	300.8	305.6	157.8
Mar-23	301.8	306.9	
Apr-23	303.4	308.2	
May-23	304.1	309.3	160.0
Jun-23	305.1	310.1	
Jul-23	305.7	310.6	
Aug-23	307.0	311.3	160.6
Sep-23	307.8	312.0	
Oct-23	307.7	312.6	
Nov-23	307.1	312.7	159.9
Dec-23	306.7	313.0	
Jan-24	308.4	314.8	
Feb-24	310.3	316.4	162.1
Mar-24	312.3	317.8	
Apr-24	313.5	318.7	
May-24	314.1	319.3	165.0
Jun-24	314.2	319.7	
Jul-24	314.5	320.0	
Aug-24	314.8	320.7	164.0
Sep-24	315.3	321.9	





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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

AVERAGE ANNUAL RATES OF CHANGE

	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
(1) Annual Change in indices based on exponential curve of best fit for the latest 48 points (or 16 quarters)	5.35%	5.18%	4.06%	4.66%
(2) Annual Change in indices based on exponential curve of best fit for the latest 36 points (or 12 quarters)	4.25%	4.61%	3.89%	4.16%
(3) Annual Change in indices based on exponential curve of best fit for the latest 24 points (or 8 quarters)	3.25%	3.57%	3.14%	3.27%
(4) Annual Change in indices based on exponential curve of best fit for the latest 12 points (or 4 quarters)	3.42%	3.47%	3.82%	3.63%

(5) Average Annual Index [e]

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]
4/3/2022	276.2	281.0	147.3
10/2/2022	287.7	290.4	151.3
4/2/2023	296.8	299.5	155.2
10/1/2023	302.3	306.8	158.4
3/31/2024	307.1	312.4	160.7
9/30/2024	311.6	317.3	162.8

(6) Current Cost Factor (Index Value Divided by Average Annual Index)

Year Ended	All Items CPI Index [a]	All Items (Less Energy) CPI Index [b]	Compensation Cost Index [c]	Combined [d]
4/3/2022	1.14	1.15	1.11	1.13
10/2/2022	1.10	1.11	1.08	1.09
4/2/2023	1.06	1.07	1.06	1.06
10/1/2023	1.04	1.05	1.04	1.04
3/31/2024	1.03	1.03	1.02	1.03
9/30/2024	1.01	1.01	1.01	1.01

Notes:

[a] CPI - All Urban Consumers - All items.

[b] CPI - All Urban Consumers - All items less energy.

[c] Total Compensation Cost Index - Insurance Carriers, Agent Brokers, and Service.

[d] Weighted Average determined as .25 (All items) + .25 (All items - Less Energy) + .50 (CCI).

[e] Average year ended index for period shown.

Source

Bureau of Labor Statistics

Bureau of Labor Statistics

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

AVERAGE ANNUAL RATES OF CHANGE

All Items Consumer Price Index

	Straight Line		
	End Point	Mid Point	Exponential
48 points	4.68%	5.15%	5.35%
36 points	3.89%	4.13%	4.25%
24 points	3.10%	3.20%	3.25%
12 points	3.30%	3.36%	3.42%

All Items (Less Energy) Consumer Price Index

	Straight Line		
	End Point	Mid Point	Exponential
48 points	4.56%	5.01%	5.18%
36 points	4.22%	4.47%	4.61%
24 points	3.40%	3.51%	3.57%
12 points	3.35%	3.40%	3.47%

Compensation Cost Index

	Straight Line		
	End Point	Mid Point	Exponential
16 points	3.69%	3.97%	4.06%
12 points	3.61%	3.79%	3.89%
8 points	3.00%	3.08%	3.14%
4 points	3.68%	3.74%	3.82%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF TREND FOR EXPENSES

CORRELATION COEFFICIENTS

All Items Consumer Price Index

	Straight Line	Exponential
48 points	0.98	0.97
36 points	0.97	0.96
24 points	0.98	0.98
12 points	0.95	0.95

All Items (Less Energy) Consumer Price Index

	Straight Line	Exponential
48 points	0.99	0.99
36 points	0.99	0.98
24 points	0.99	0.99
12 points	0.98	0.98

Compensation Cost Index

	Straight Line	Exponential
16 points	0.99	0.99
12 points	0.97	0.97
8 points	0.94	0.94
4 points	0.87	0.87

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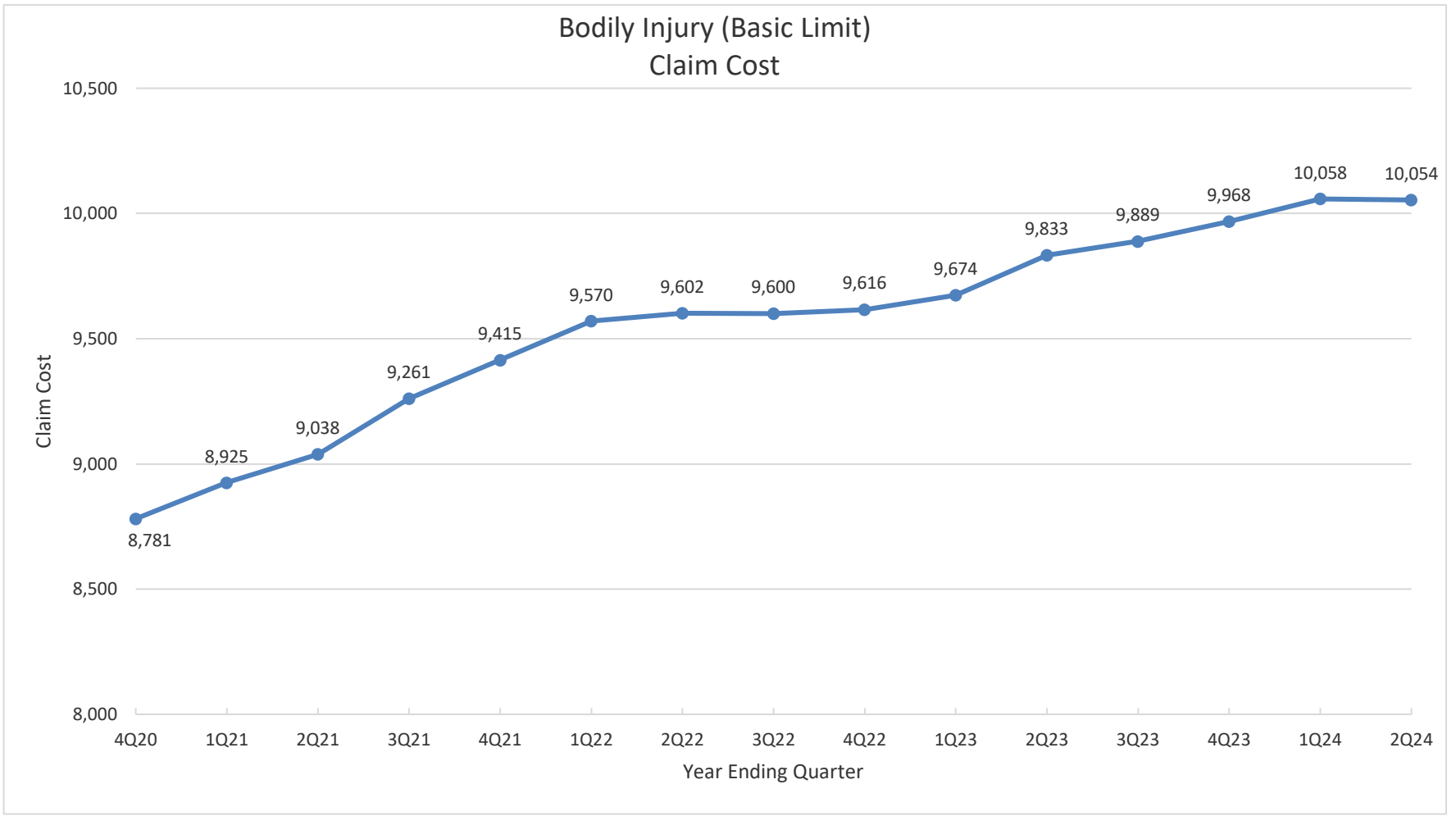

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	3.1%	1.6%
9-points	2.8%	3.3%
12-points	2.8%	4.5%
15-points	3.7%	5.0%
24-points	4.7%	5.1%

Selections:	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
			4.5%	4.5%

For the underlying data, see Page 16.

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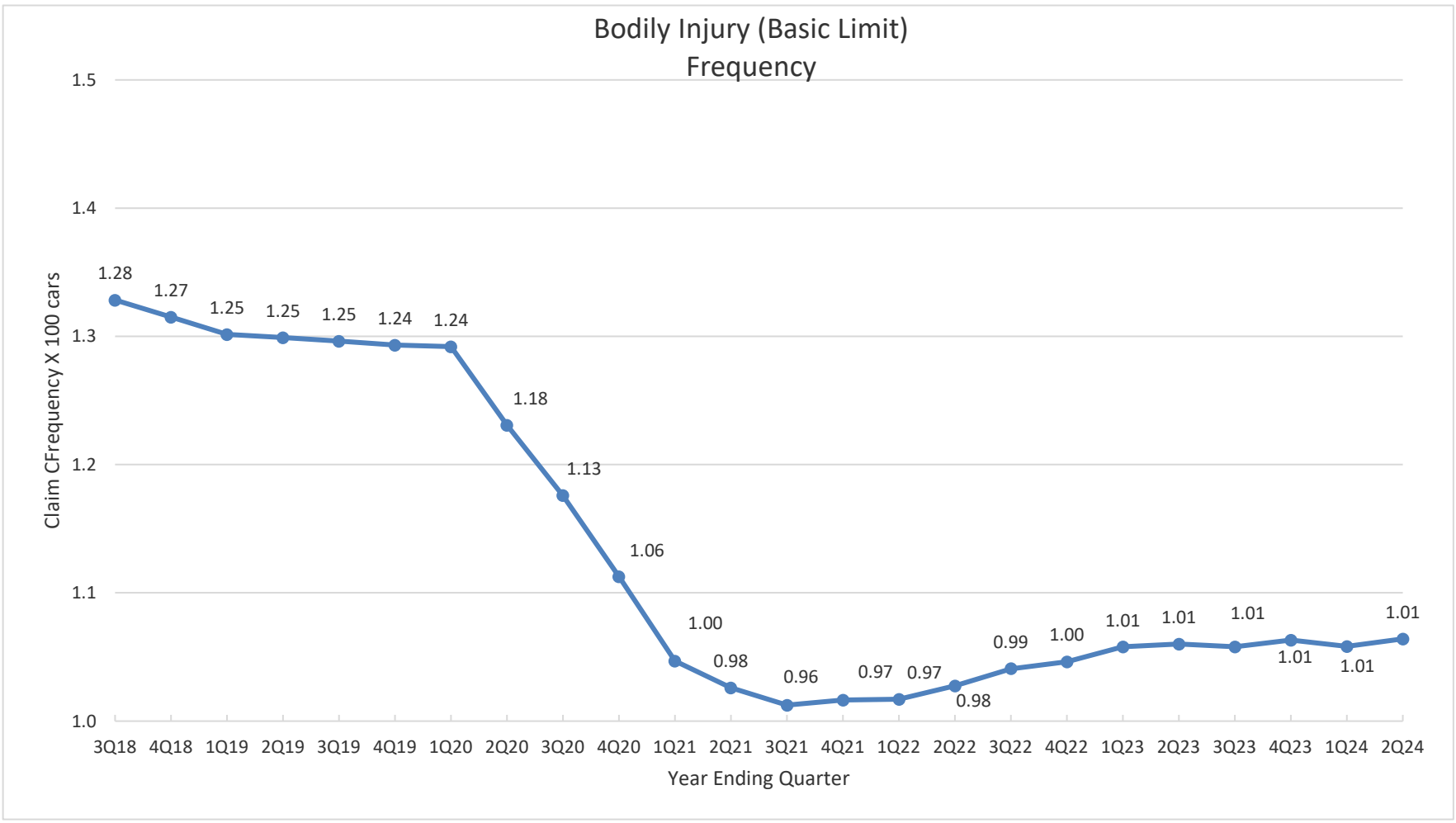

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	0.4%	4.0%
9-points	1.6%	2.6%
12-points	2.1%	-2.1%
15-points	0.5%	-6.0%
24-points	-5.0%	-6.6%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			0.0%	4.0%

For the underlying data, see Page 16.

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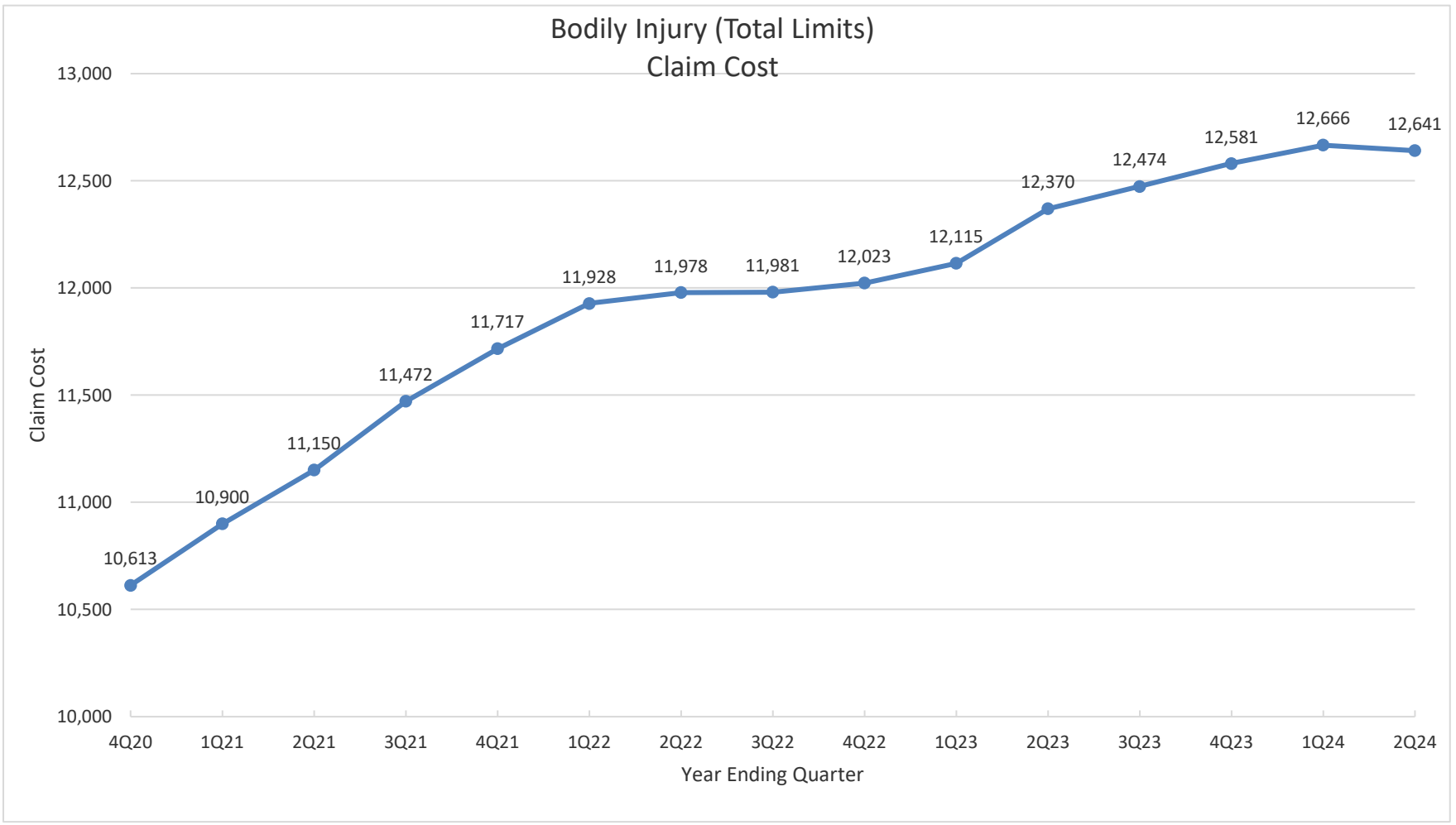

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	3.4%	2.2%
9-points	3.4%	4.2%
12-points	3.5%	6.0%
15-points	4.8%	6.6%
24-points	6.0%	6.5%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			6.0%	6.0%

For the underlying data, see Page 17.

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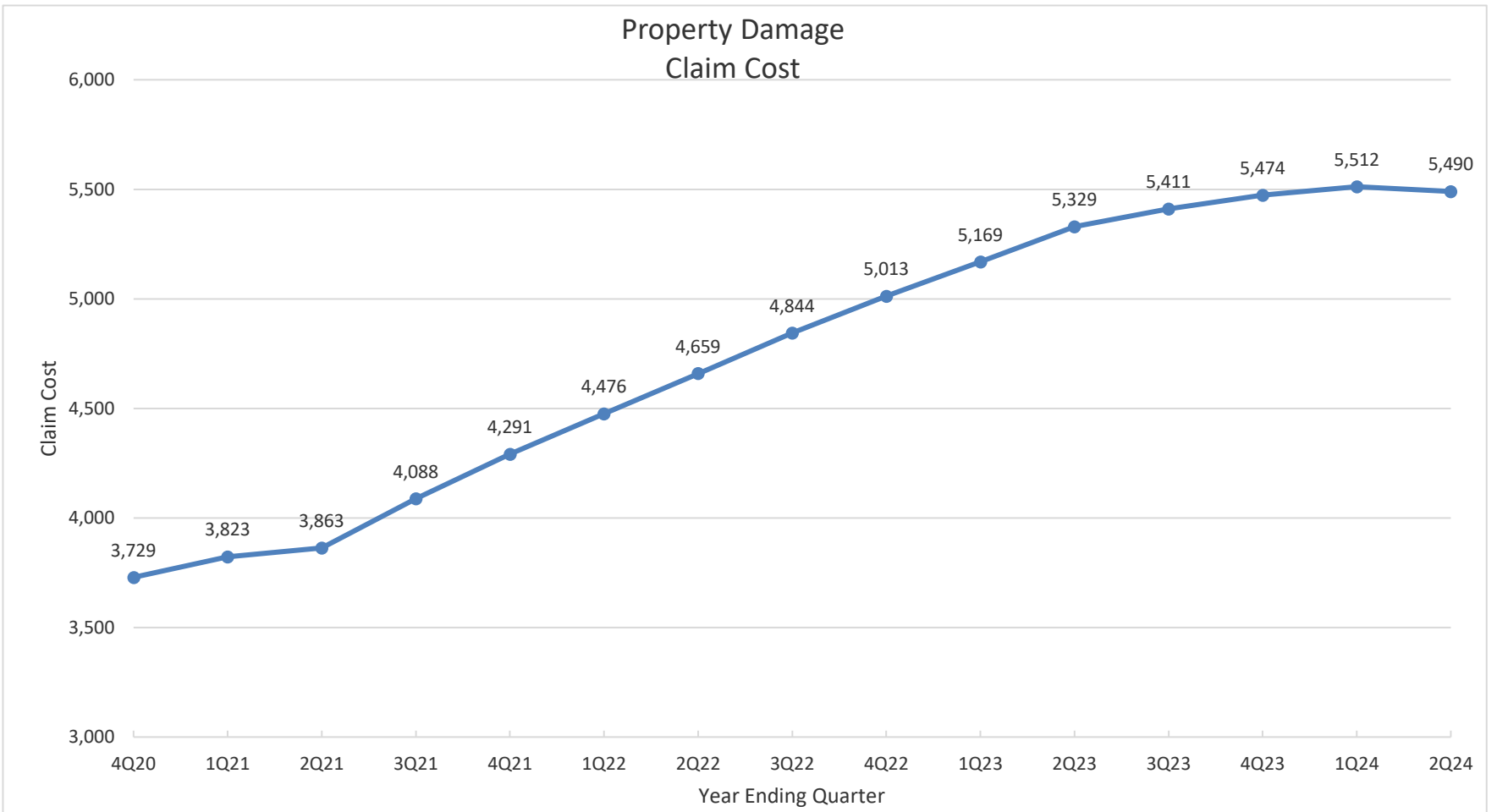

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	4.8%	15.2%
9-points	8.8%	17.3%
12-points	11.8%	15.9%
15-points	13.4%	13.7%
24-points	11.2%	9.2%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			14.0%	14.0%

For the underlying data, see Page 18.

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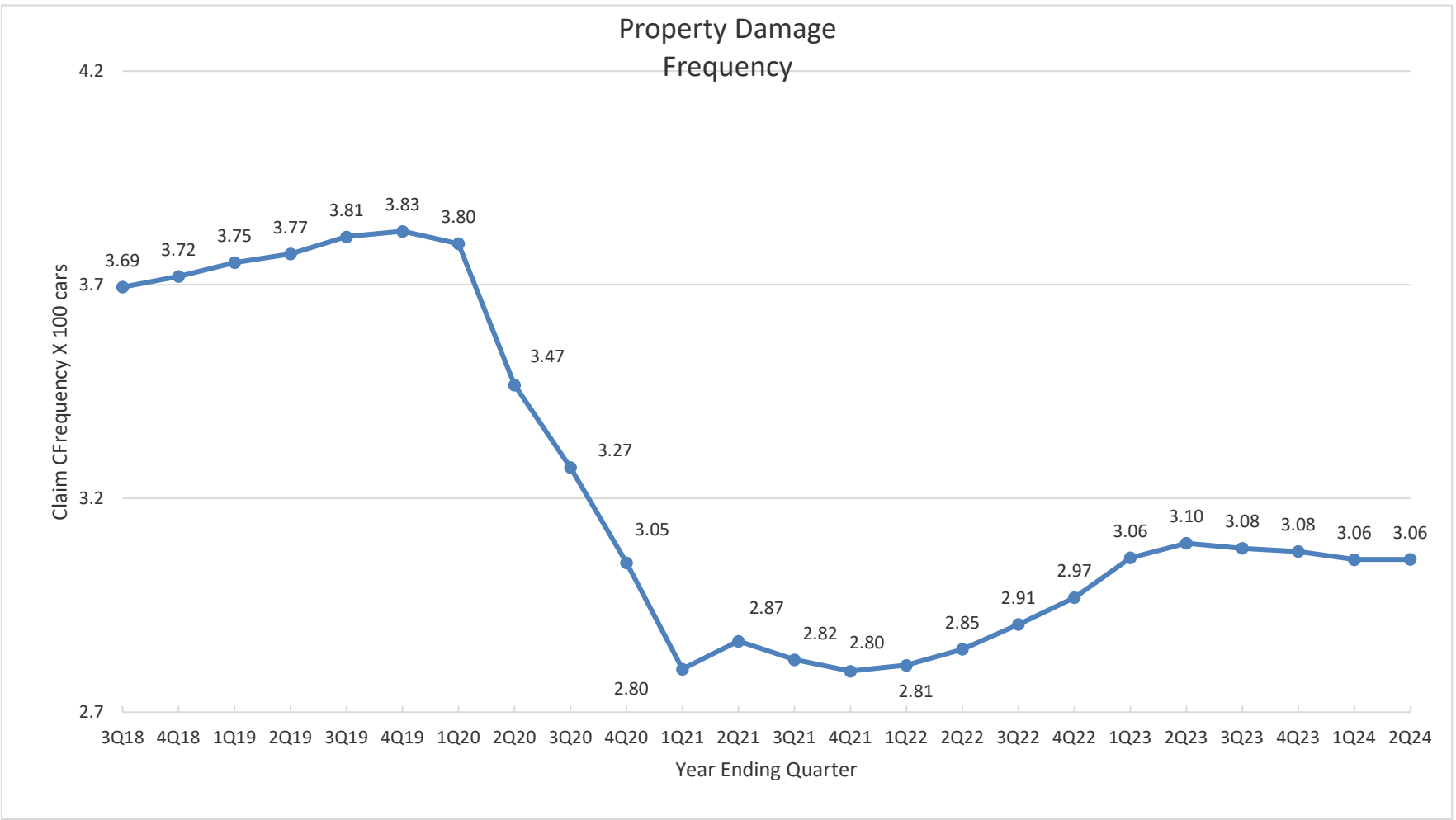

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	-0.5%	8.4%
9-points	3.5%	4.7%
12-points	4.2%	-0.2%
15-points	2.6%	-5.9%
24-points	-4.7%	-6.1%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			0.0%	5.0%

For the underlying data, see Page 18.

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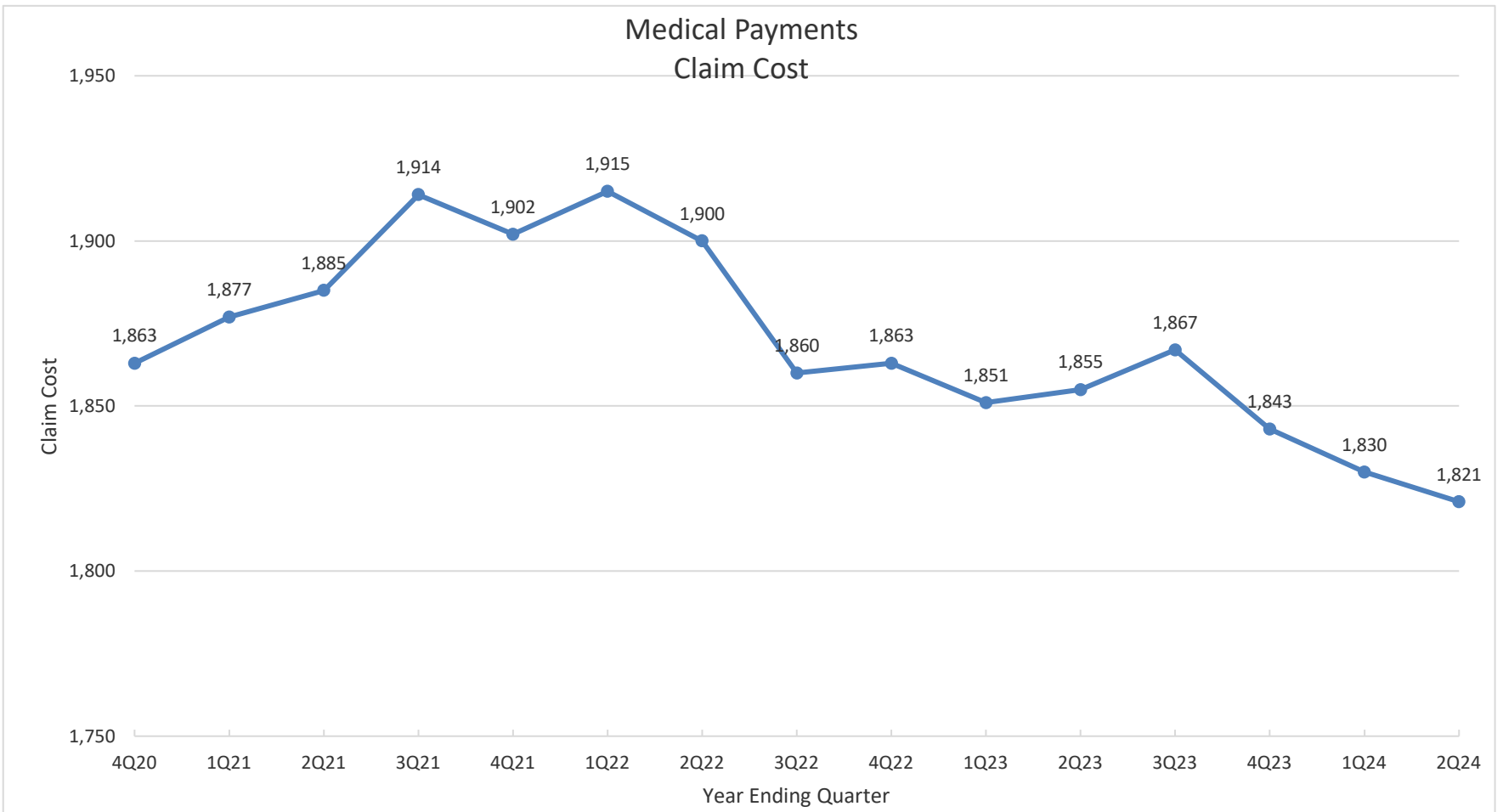

Fits (all assume an exponential curve):		**Current Review**	**Previous Review**
	6-points	-1.5%	-2.6%
	9-points	-1.5%	-1.5%
	12-points	-1.8%	0.0%
	15-points	-1.0%	1.3%
	24-points	1.4%	2.3%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			0.0%	0.0%

For the underlying data, see Page 19.

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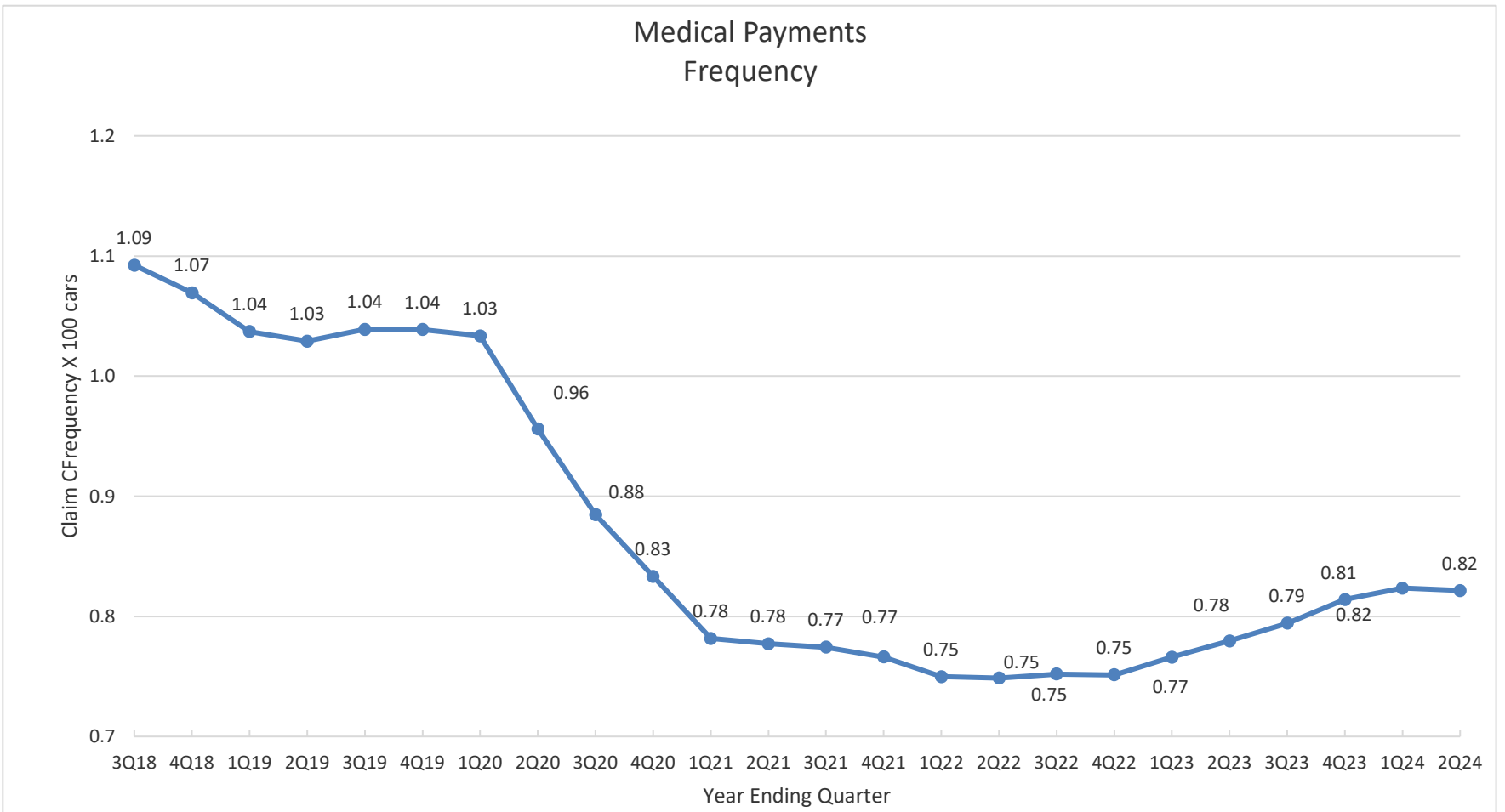

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	6.4%	3.0%
9-points	5.8%	-0.4%
12-points	3.3%	-3.7%
15-points	0.9%	-8.3%
24-points	-6.2%	-9.0%

	Current Review		Previous Review	
	Historical	Prospective	Historical	Prospective
Selections:			0.0%	1.0%

For the underlying data, see Page 19.

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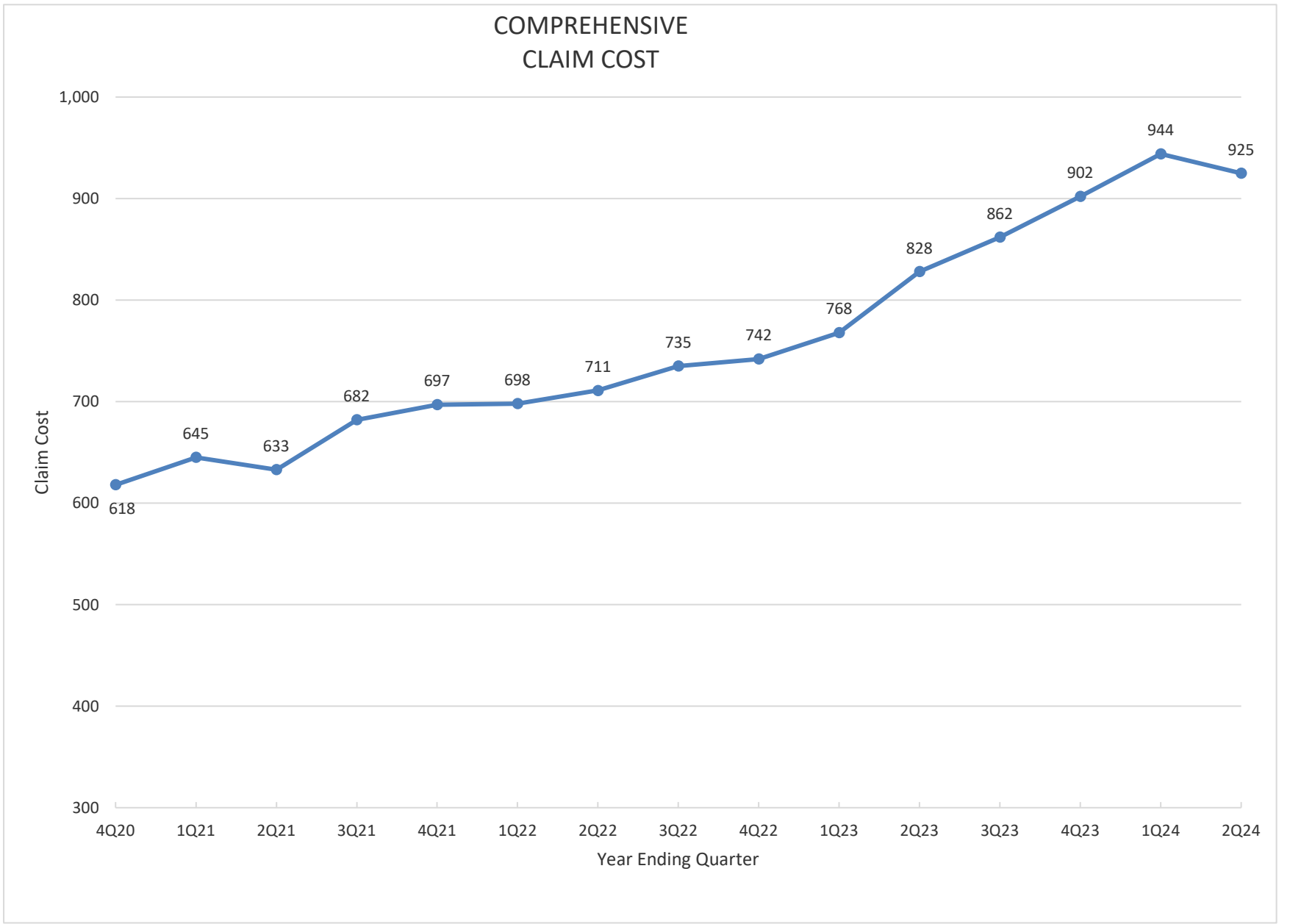

* curve shown is for all deducticles combined

Fits (all assume an exponential curve):		**Current Review**	**Previous Review**
	6-points	16.9%	13.4%
	9-points	16.6%	11.4%
	12-points	13.8%	10.9%
	15-points	13.0%	10.8%
	24-points	10.4%	6.2%

Selections:	Historical	Prospective	Historical	Prospective
			10.0%	10.0%

For the underlying data (including data for individual deductibles), see Page 20.

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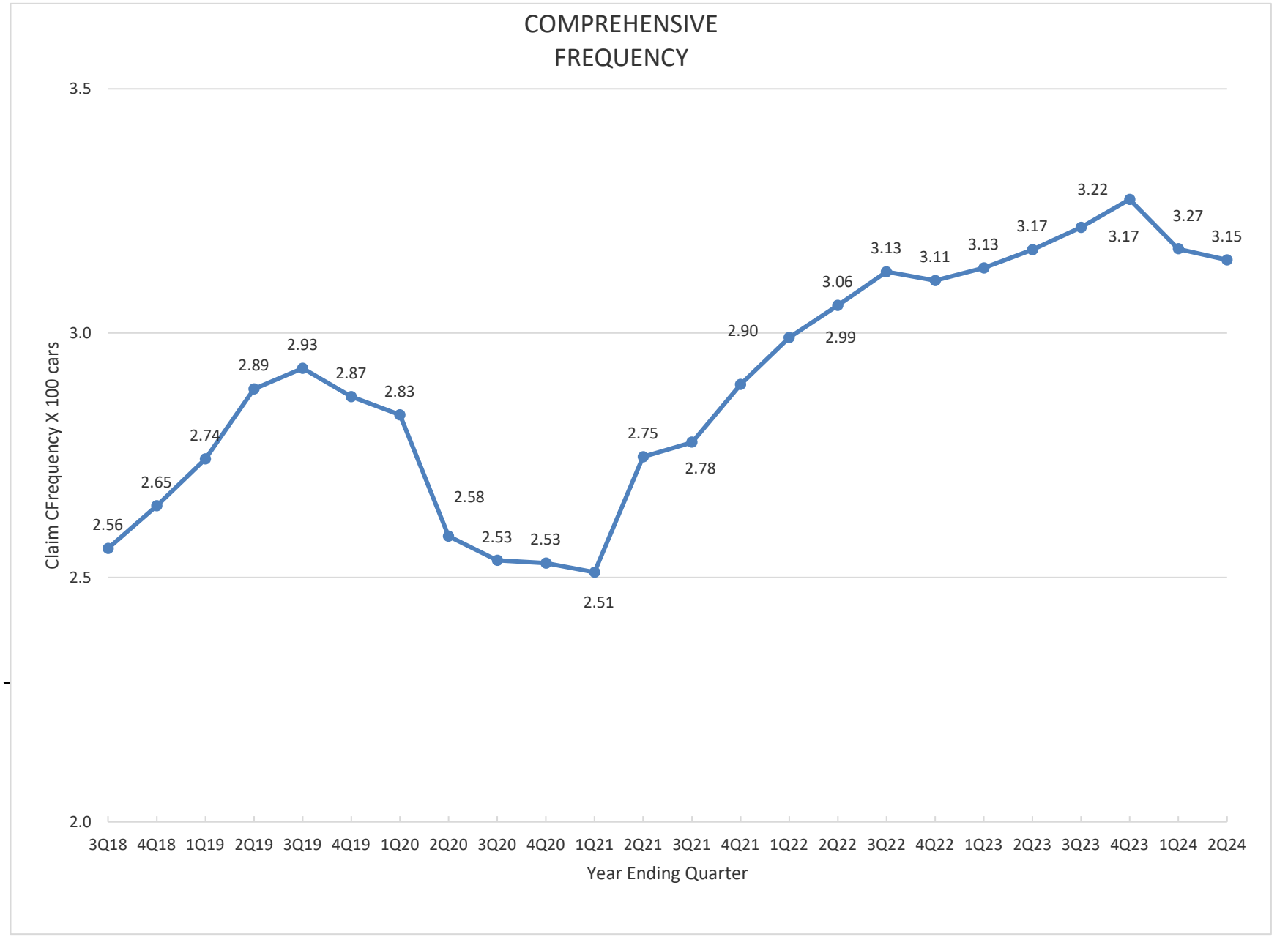

* curve shown is for all deducticles combined

Fits (all assume an exponential curve):		**Current Review**	**Previous Review**
	6-points	0.5%	4.0%
	9-points	2.0%	7.5%
	12-points	4.5%	10.3%
	15-points	7.1%	5.8%
	24-points	3.8%	4.2%

Selections:	Historical	Prospective	Historical	Prospective
			4.0%	4.0%

For the underlying data (including data for individual deductibles), see Page 20.

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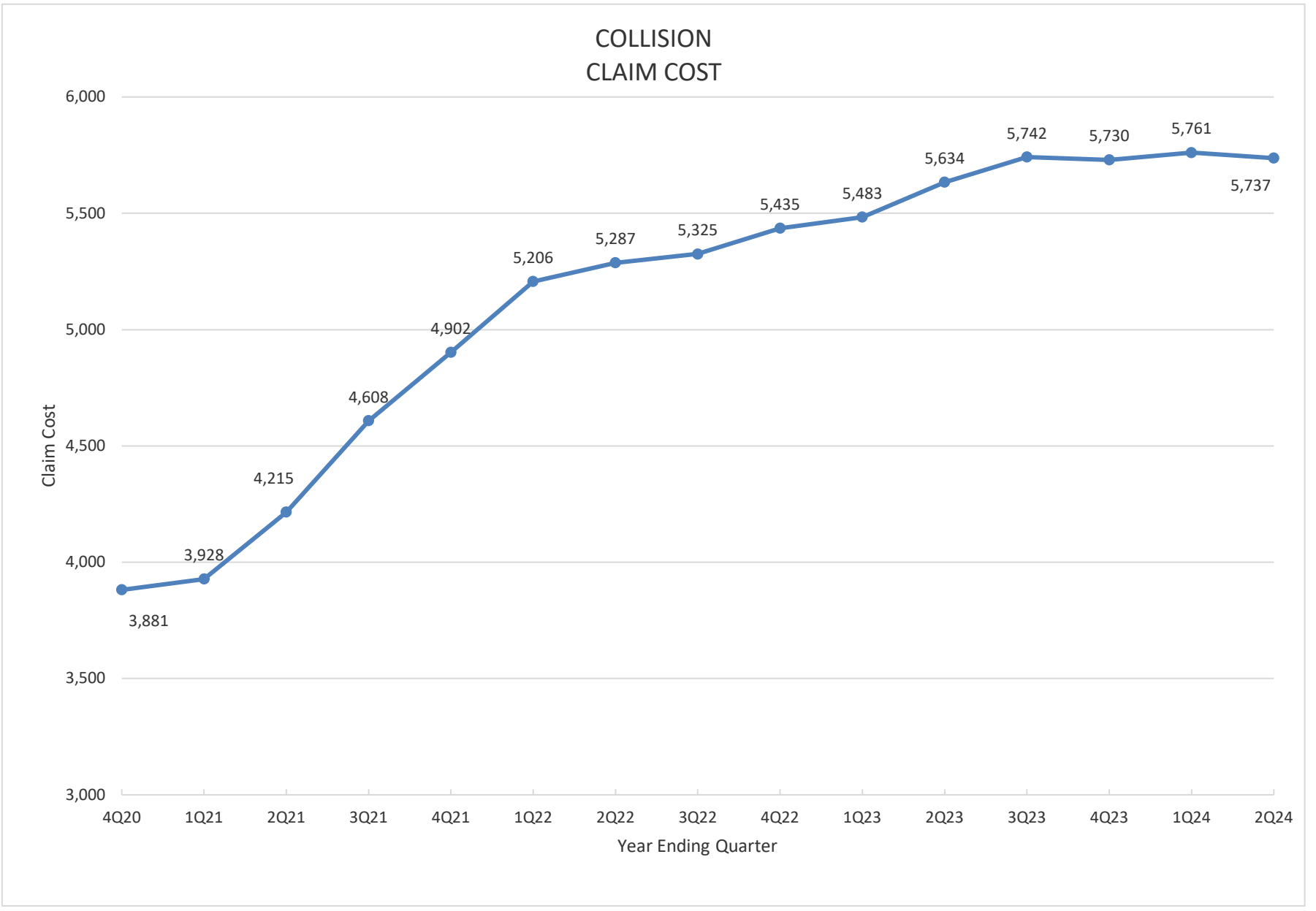

* curve shown is for all deducticles combined

Fits (all assume an exponential curve):		**Current Review**	**Previous Review**
	6-points	3.4%	6.2%
	9-points	4.9%	13.6%
	12-points	7.4%	17.3%
	15-points	12.1%	15.2%
	24-points	11.0%	10.0%

Selections:	Historical	Prospective	Historical	Prospective
			13.0%	8.0%

For the underlying data (including data for individual deductibles), see Page 27.

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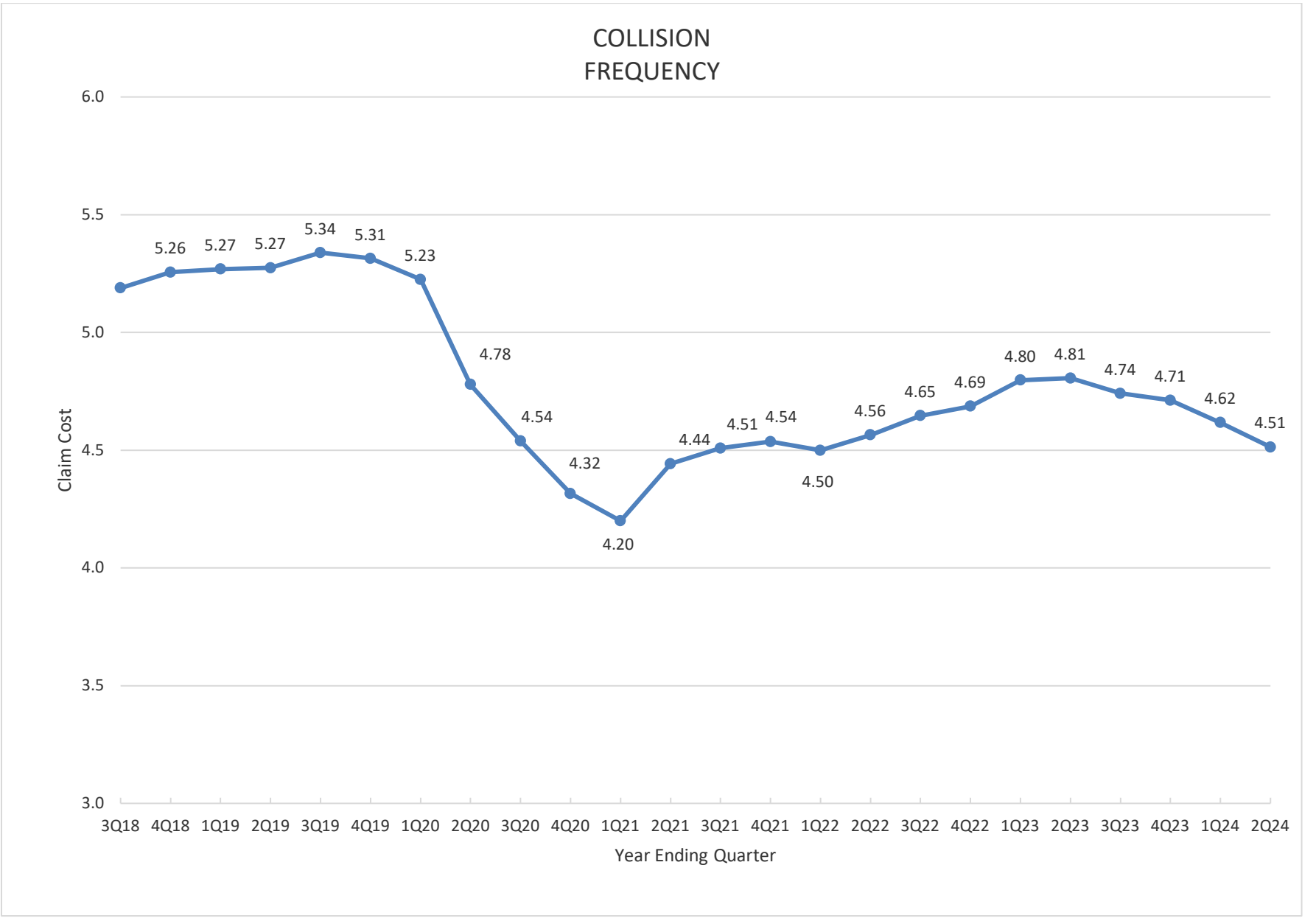

* curve shown is for all deducticles combined

Fits (all assume an exponential curve):

	Current Review	Previous Review
6-points	-4.8%	5.7%
9-points	-0.4%	4.1%
12-points	1.1%	3.7%
15-points	2.5%	-1.3%
24-points	-2.4%	-3.1%

Selections:

Current Review		Previous Review	
Historical	Prospective	Historical	Prospective
		1.0%	4.0%

For the underlying data (including data for individual deductibles), see Page 27.

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Bodily Injury (Basic Limit)

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	7,999,500	810,249,263	102,268	$7,923	1.2784
Dec-18	8,015,349	808,072,641	101,397	7,969	1.2650
Mar-19	8,049,195	810,281,806	100,734	8,044	1.2515
Jun-19	8,065,299	819,772,110	100,740	8,138	1.2491
Sep-19	8,111,343	832,154,155	101,100	8,231	1.2464
Dec-19	8,157,889	843,489,082	101,429	8,316	1.2433
Mar-20	8,218,247	856,720,013	102,077	8,393	1.2421
Jun-20	8,319,856	840,933,061	98,247	8,559	1.1809
Sep-20	8,367,885	817,747,092	94,217	8,679	1.1259
Dec-20	8,402,643	784,127,826	89,294	8,781	1.0627
Mar-21	8,411,003	748,386,035	83,857	8,925	0.9970
Jun-21	8,436,057	744,114,360	82,329	9,038	0.9759
Sep-21	8,486,302	756,456,783	81,684	9,261	0.9625
Dec-21	8,613,371	783,741,611	83,243	9,415	0.9664
Mar-22	8,809,089	815,307,089	85,193	9,570	0.9671
Jun-22	8,906,681	835,998,387	87,066	9,602	0.9775
Sep-22	8,908,177	847,396,855	88,275	9,600	0.9909
Dec-22	8,840,326	847,070,591	88,087	9,616	0.9964
Mar-23	8,714,231	849,702,166	87,831	9,674	1.0079
Jun-23	8,652,031	859,379,946	87,397	9,833	1.0101
Sep-23	8,682,165	865,558,529	87,527	9,889	1.0081
Dec-23	8,717,292	880,458,056	88,328	9,968	1.0133
Mar-24	8,771,721	889,692,718	88,456	10,058	1.0084
Jun-24	8,783,094	895,614,118	89,080	10,054	1.0142

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	3.1%	3.1%	97%	96%	1.6%
9-points	2.8%	2.8%	97%	97%	3.3%
12-points	2.8%	2.8%	98%	98%	4.5%
15-points	3.7%	3.7%	97%	97%	5.0%
24-points	4.5%	4.7%	99%	99%	5.1%

Selections:	**Historical**	**Prospective**
	4.5%	**4.5%**

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	0.4%	0.4%	61%	61%	4.0%
9-points	1.6%	1.6%	87%	87%	2.6%
12-points	2.1%	2.1%	94%	94%	-2.1%
15-points	0.5%	0.5%	20%	22%	-6.0%
24-points	-5.2%	-5.0%	-83%	-83%	-6.6%

Selections:	**Historical**	**Prospective**
	0.0%	**4.0%**

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Bodily Injury (Total Limits)

YEAR ENDED	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST
Sep-18	962,215,804	102,268	$9,409
Dec-18	961,973,922	101,397	9,487
Mar-19	965,702,702	100,734	9,587
Jun-19	977,258,280	100,740	9,701
Sep-19	996,101,999	101,100	9,853
Dec-19	1,013,946,179	101,429	9,997
Mar-20	1,028,209,263	102,077	10,073
Jun-20	1,010,467,637	98,247	10,285
Sep-20	986,749,256	94,217	10,473
Dec-20	947,676,948	89,294	10,613
Mar-21	914,003,710	83,857	10,900
Jun-21	918,008,407	82,329	11,150
Sep-21	937,044,352	81,684	11,472
Dec-21	975,347,425	83,243	11,717
Mar-22	1,016,164,004	85,193	11,928
Jun-22	1,042,843,812	87,066	11,978
Sep-22	1,057,656,781	88,275	11,981
Dec-22	1,059,098,332	88,087	12,023
Mar-23	1,064,039,464	87,831	12,115
Jun-23	1,081,089,968	87,397	12,370
Sep-23	1,091,820,458	87,527	12,474
Dec-23	1,111,232,360	88,328	12,581
Mar-24	1,120,388,198	88,456	12,666
Jun-24	1,126,081,939	89,080	12,641

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	3.3%	3.4%	93%	93%	2.2%
9-points	3.4%	3.4%	97%	97%	4.2%
12-points	3.4%	3.5%	98%	98%	6.0%
15-points	4.6%	4.8%	96%	96%	6.6%
24-points	5.7%	6.0%	99%	99%	6.5%

Selections:	Historical	Prospective
	6.0%	6.0%

FREQUENCY

Frequency trend selections for Bodily Injury (Basic Limit) are used for Bodily Injury (Total Limits)

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	7,999,500	973,946,527	295,548	$3,295	3.6946
Dec-18	8,015,349	981,219,405	298,157	3,291	3.7198
Mar-19	8,049,195	1,008,370,208	302,008	3,339	3.7520
Jun-19	8,065,299	1,026,848,428	304,263	3,375	3.7725
Sep-19	8,111,343	1,062,695,794	309,241	3,436	3.8125
Dec-19	8,157,889	1,089,575,547	312,065	3,492	3.8253
Mar-20	8,218,247	1,109,846,578	311,964	3,558	3.7960
Jun-20	8,319,856	1,056,353,836	288,339	3,664	3.4657
Sep-20	8,367,885	1,004,578,278	273,817	3,669	3.2722
Dec-20	8,402,643	955,677,511	256,259	3,729	3.0497
Mar-21	8,411,003	900,710,927	235,579	3,823	2.8008
Jun-21	8,436,057	934,034,073	241,793	3,863	2.8662
Sep-21	8,486,302	979,293,627	239,567	4,088	2.8230
Dec-21	8,613,371	1,033,352,611	240,845	4,291	2.7962
Mar-22	8,809,089	1,107,884,501	247,514	4,476	2.8098
Jun-22	8,906,681	1,181,483,685	253,582	4,659	2.8471
Sep-22	8,908,177	1,253,578,884	258,812	4,844	2.9053
Dec-22	8,840,326	1,315,430,766	262,391	5,013	2.9681
Mar-23	8,714,231	1,378,880,094	266,773	5,169	3.0613
Jun-23	8,652,031	1,427,196,738	267,822	5,329	3.0955
Sep-23	8,682,165	1,448,697,104	267,723	5,411	3.0836
Dec-23	8,717,292	1,467,723,266	268,149	5,474	3.0761
Mar-24	8,771,721	1,478,096,359	268,179	5,512	3.0573
Jun-24	8,783,094	1,474,335,506	268,535	5,490	3.0574

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	4.7%	4.8%	91%	91%	15.2%
9-points	8.4%	8.8%	95%	95%	17.3%
12-points	10.9%	11.8%	97%	97%	15.9%
15-points	12.4%	13.4%	98%	98%	13.7%
24-points	10.7%	11.2%	98%	98%	9.2%

Selections:	Historical	Prospective
	14.0%	14.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-0.5%	-0.5%	-48%	-48%	8.4%
9-points	3.4%	3.5%	79%	79%	4.7%
12-points	4.1%	4.2%	90%	90%	-0.2%
15-points	2.5%	2.6%	69%	69%	-5.9%
24-points	-5.0%	-4.7%	-73%	-72%	-6.1%

Selections:	Historical	Prospective
	0.0%	5.0%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

LIABILITY

Medical Payments

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	5,402,323	99,572,341	59,012	$1,687	1.0923
Dec-18	5,390,133	98,031,480	57,639	1,701	1.0693
Mar-19	5,390,934	96,749,765	55,909	1,730	1.0371
Jun-19	5,384,555	97,191,279	55,415	1,754	1.0291
Sep-19	5,396,698	98,842,430	56,059	1,763	1.0388
Dec-19	5,408,952	99,263,186	56,181	1,767	1.0387
Mar-20	5,439,968	99,778,112	56,224	1,775	1.0335
Jun-20	5,494,382	95,229,377	52,532	1,813	0.9561
Sep-20	5,506,529	88,941,498	48,710	1,826	0.8846
Dec-20	5,511,254	85,557,947	45,925	1,863	0.8333
Mar-21	5,482,516	80,433,929	42,850	1,877	0.7816
Jun-21	5,457,064	79,946,495	42,413	1,885	0.7772
Sep-21	5,461,032	80,938,695	42,284	1,914	0.7743
Dec-21	5,500,430	80,137,712	42,144	1,902	0.7662
Mar-22	5,571,628	79,995,257	41,778	1,915	0.7498
Jun-22	5,620,335	79,937,253	42,073	1,900	0.7486
Sep-22	5,635,977	78,839,916	42,380	1,860	0.7520
Dec-22	5,624,066	78,736,926	42,255	1,863	0.7513
Mar-23	5,599,988	79,392,681	42,889	1,851	0.7659
Jun-23	5,585,741	80,763,241	43,548	1,855	0.7796
Sep-23	5,602,824	83,064,674	44,496	1,867	0.7942
Dec-23	5,621,900	84,359,740	45,763	1,843	0.8140
Mar-24	5,649,838	85,137,746	46,527	1,830	0.8235
Jun-24	5,646,547	84,464,987	46,388	1,821	0.8215

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-1.5%	-1.5%	-79%	-79%	-2.6%
9-points	-1.5%	-1.5%	-86%	-86%	-1.5%
12-points	-1.8%	-1.8%	-93%	-93%	0.0%
15-points	-1.0%	-1.0%	-71%	-71%	1.3%
24-points	1.4%	1.4%	68%	69%	2.3%

Selections:	Historical	Prospective
	0.0%	0.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	6.1%	6.4%	97%	97%	3.0%
9-points	5.7%	5.8%	97%	97%	-0.4%
12-points	3.3%	3.3%	80%	80%	-3.7%
15-points	0.9%	0.9%	28%	28%	-8.3%
24-points	-6.7%	-6.2%	-82%	-81%	-9.0%

Selections:	Historical	Prospective
	0.0%	1.0%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

All Deductibles

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	797,746	11,403,843	20,418	$559	2.5595
Dec-18	811,063	11,761,978	21,465	548	2.6465
Mar-19	814,435	12,353,305	22,339	553	2.7429
Jun-19	819,694	12,784,430	23,655	540	2.8858
Sep-19	831,578	13,339,757	24,347	548	2.9278
Dec-19	857,609	14,001,331	24,616	569	2.8703
Mar-20	872,687	14,031,054	24,720	568	2.8326
Jun-20	885,118	13,847,033	22,878	605	2.5847
Sep-20	890,716	13,716,310	22,579	607	2.5349
Dec-20	883,953	13,815,257	22,357	618	2.5292
Mar-21	892,222	14,454,853	22,402	645	2.5108
Jun-21	898,392	15,613,735	24,681	633	2.7472
Sep-21	901,518	17,081,950	25,032	682	2.7767
Dec-21	899,872	18,169,558	26,051	697	2.8950
Mar-22	897,624	18,742,388	26,848	698	2.9910
Jun-22	897,550	19,506,288	27,435	711	3.0567
Sep-22	899,149	20,660,160	28,102	735	3.1254
Dec-22	905,444	20,890,837	28,137	742	3.1075
Mar-23	909,835	21,883,696	28,509	768	3.1334
Jun-23	916,003	24,059,992	29,042	828	3.1705
Sep-23	922,327	25,579,285	29,666	862	3.2164
Dec-23	932,228	27,521,941	30,518	902	3.2737
Mar-24	952,345	28,526,631	30,211	944	3.1723
Jun-24	956,746	27,887,640	30,136	925	3.1498

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	15.4%	16.9%	95%	95%	13.4%
9-points	15.6%	16.6%	98%	98%	11.4%
12-points	13.1%	13.8%	97%	97%	10.9%
15-points	12.6%	13.0%	97%	98%	10.8%
24-points	10.1%	10.4%	96%	98%	6.2%

Selections:	Historical	Prospective
	10.0%	10.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	0.5%	0.5%	15%	15%	4.0%
9-points	2.0%	2.0%	67%	68%	7.5%
12-points	4.3%	4.5%	86%	85%	10.3%
15-points	6.7%	7.1%	91%	90%	5.8%
24-points	3.8%	3.8%	78%	76%	4.2%

Selections:	Historical	Prospective
	4.0%	4.0%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

Full Coverage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	167,398	3,509,450	7,105	$494	4.2444
Dec-18	169,599	3,578,889	7,281	492	4.2931
Mar-19	170,451	3,723,567	7,507	496	4.4042
Jun-19	171,440	3,887,551	7,793	499	4.5456
Sep-19	173,090	4,060,173	7,927	512	4.5797
Dec-19	174,755	4,182,700	7,916	528	4.5298
Mar-20	177,122	4,169,683	7,886	529	4.4523
Jun-20	178,391	3,946,339	7,149	552	4.0075
Sep-20	179,457	3,791,349	6,830	555	3.8059
Dec-20	180,616	3,920,572	6,728	583	3.7250
Mar-21	181,696	4,041,453	6,644	608	3.6567
Jun-21	183,243	4,354,006	7,378	590	4.0263
Sep-21	183,702	4,499,170	7,454	604	4.0577
Dec-21	183,675	4,572,013	7,746	590	4.2172
Mar-22	183,492	4,830,152	8,032	601	4.3773
Jun-22	183,228	5,079,125	8,120	626	4.4316
Sep-22	183,117	5,358,884	8,233	651	4.4960
Dec-22	183,454	5,509,756	8,064	683	4.3957
Mar-23	183,765	5,399,891	7,894	684	4.2957
Jun-23	184,443	5,558,070	7,926	701	4.2973
Sep-23	185,855	5,916,368	8,008	739	4.3087
Dec-23	187,625	6,158,532	8,260	746	4.4024
Mar-24	191,342	6,209,525	8,184	759	4.2772
Jun-24	192,371	6,149,775	8,102	759	4.2117

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	8.7%	9.2%	94%	94%	12.5%
9-points	9.9%	10.4%	98%	97%	9.8%
12-points	10.2%	10.8%	98%	98%	7.9%
15-points	8.8%	9.0%	96%	96%	8.1%
24-points	8.2%	8.5%	98%	99%	7.4%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-1.0%	-1.0%	-34%	-34%	-1.7%
9-points	-2.3%	-2.3%	-77%	-77%	4.0%
12-points	0.4%	0.4%	12%	13%	7.1%
15-points	3.4%	3.6%	65%	65%	2.2%
24-points	0.0%	0.1%	1%	2%	0.6%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$50 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	21,723	344,163	931	$370	4.2858
Dec-18	21,859	337,528	939	359	4.2957
Mar-19	21,875	352,465	890	396	4.0686
Jun-19	21,536	339,524	850	399	3.9469
Sep-19	21,137	328,541	805	408	3.8085
Dec-19	20,438	331,886	769	432	3.7626
Mar-20	19,651	334,012	787	424	4.0049
Jun-20	18,816	320,720	699	459	3.7149
Sep-20	18,126	325,317	694	469	3.8288
Dec-20	17,821	317,136	677	468	3.7989
Mar-21	17,334	293,741	647	454	3.7325
Jun-21	16,803	333,998	687	486	4.0886
Sep-21	16,990	373,241	696	536	4.0965
Dec-21	16,832	385,226	717	537	4.2597
Mar-22	16,814	397,433	716	555	4.2584
Jun-22	16,493	369,451	741	499	4.4928
Sep-22	16,297	387,613	715	542	4.3873
Dec-22	16,192	362,074	691	524	4.2675
Mar-23	16,107	363,135	717	506	4.4515
Jun-23	16,584	380,068	679	560	4.0943
Sep-23	16,184	369,302	666	555	4.1152
Dec-23	15,962	445,455	670	665	4.1975
Mar-24	15,907	459,080	616	745	3.8725
Jun-24	15,384	450,049	610	738	3.9652

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	33.2%	39.7%	96%	96%	9.6%
9-points	21.9%	22.9%	89%	90%	5.5%
12-points	12.5%	12.3%	76%	76%	6.4%
15-points	12.0%	11.9%	82%	84%	7.4%
24-points	10.5%	10.8%	91%	94%	8.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-8.4%	-8.0%	-80%	-80%	-4.2%
9-points	-6.5%	-6.4%	-88%	-88%	2.4%
12-points	-2.6%	-2.7%	-53%	-54%	5.5%
15-points	0.8%	0.8%	16%	17%	4.4%
24-points	0.8%	0.9%	26%	26%	2.1%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$100 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	207,018	3,344,096	6,933	$482	3.3490
Dec-18	209,321	3,492,542	7,404	472	3.5372
Mar-19	208,775	3,519,053	7,550	466	3.6163
Jun-19	207,192	3,554,619	7,912	449	3.8187
Sep-19	207,259	3,754,232	8,085	464	3.9009
Dec-19	208,303	3,742,970	8,065	464	3.8718
Mar-20	210,122	3,754,454	8,044	467	3.8283
Jun-20	213,570	3,769,168	7,501	502	3.5122
Sep-20	215,773	3,638,497	7,339	496	3.4013
Dec-20	217,430	3,688,564	7,244	509	3.3316
Mar-21	220,054	3,836,770	7,275	527	3.3060
Jun-21	221,397	4,080,777	7,950	513	3.5908
Sep-21	220,070	4,341,844	7,936	547	3.6061
Dec-21	218,334	4,578,421	8,217	557	3.7635
Mar-22	216,287	4,681,161	8,381	559	3.8749
Jun-22	215,938	4,888,478	8,443	579	3.9099
Sep-22	216,765	5,322,021	8,765	607	4.0435
Dec-22	218,439	5,580,616	8,856	630	4.0542
Mar-23	219,743	5,660,254	8,934	634	4.0657
Jun-23	220,091	6,091,170	9,135	667	4.1506
Sep-23	222,401	6,640,695	9,272	716	4.1690
Dec-23	225,096	6,895,702	9,421	732	4.1853
Mar-24	229,812	7,513,737	9,469	794	4.1203
Jun-24	232,534	7,419,672	9,561	776	4.1117

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	17.6%	19.5%	96%	96%	14.5%
9-points	16.3%	17.3%	98%	98%	12.9%
12-points	14.5%	15.5%	98%	98%	11.1%
15-points	13.5%	14.0%	97%	98%	10.4%
24-points	9.8%	10.0%	94%	95%	5.5%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	0.4%	0.4%	19%	19%	5.6%
9-points	2.3%	2.3%	76%	76%	6.8%
12-points	4.4%	4.6%	88%	88%	8.5%
15-points	6.4%	6.7%	92%	91%	4.4%
24-points	3.1%	3.1%	72%	71%	3.9%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$250 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	117,415	1,621,432	2,472	$656	2.1054
Dec-18	118,581	1,606,184	2,616	614	2.2061
Mar-19	117,509	1,663,299	2,809	592	2.3905
Jun-19	116,276	1,716,654	3,062	561	2.6334
Sep-19	116,516	1,650,037	3,249	508	2.7885
Dec-19	117,312	1,786,510	3,274	546	2.7908
Mar-20	118,678	1,798,971	3,272	550	2.7570
Jun-20	121,217	1,777,968	3,074	578	2.5359
Sep-20	122,860	1,813,592	3,096	586	2.5199
Dec-20	124,448	1,776,429	3,116	570	2.5039
Mar-21	125,798	1,864,778	3,180	586	2.5279
Jun-21	124,911	2,023,277	3,451	586	2.7628
Sep-21	123,592	2,213,395	3,413	649	2.7615
Dec-21	121,595	2,390,470	3,548	674	2.9179
Mar-22	119,824	2,493,616	3,692	675	3.0812
Jun-22	119,766	2,584,222	3,820	676	3.1896
Sep-22	119,930	2,657,522	3,951	673	3.2944
Dec-22	120,137	2,631,170	3,979	661	3.3121
Mar-23	120,245	2,784,394	4,065	685	3.3806
Jun-23	119,923	3,098,878	4,109	754	3.4264
Sep-23	119,876	3,174,891	4,161	763	3.4711
Dec-23	120,724	3,227,149	4,240	761	3.5121
Mar-24	122,726	3,382,845	4,090	827	3.3326
Jun-24	123,147	3,327,724	4,074	817	3.3082

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	13.1%	14.1%	92%	91%	5.7%
9-points	12.0%	12.5%	94%	94%	7.2%
12-points	8.8%	9.1%	91%	91%	8.4%
15-points	10.0%	10.3%	95%	95%	7.8%
24-points	6.4%	6.4%	84%	83%	1.4%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-2.0%	-2.0%	-41%	-41%	9.7%
9-points	2.1%	2.2%	49%	50%	12.5%
12-points	6.3%	6.7%	82%	81%	13.0%
15-points	8.9%	9.6%	91%	90%	8.6%
24-points	7.6%	8.0%	92%	91%	8.8%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$500 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	245,531	2,359,115	2,594	$909	1.0565
Dec-18	251,327	2,518,881	2,809	897	1.1177
Mar-19	254,115	2,705,374	3,126	865	1.2302
Jun-19	258,450	2,800,389	3,475	806	1.3446
Sep-19	260,126	2,993,456	3,683	813	1.4159
Dec-19	275,677	3,319,516	3,953	840	1.4339
Mar-20	277,490	3,339,372	4,055	824	1.4613
Jun-20	281,082	3,399,968	3,809	893	1.3551
Sep-20	287,216	3,479,867	3,911	890	1.3617
Dec-20	280,924	3,324,249	3,851	863	1.3708
Mar-21	288,729	3,522,938	3,920	899	1.3577
Jun-21	292,971	3,768,142	4,399	857	1.5015
Sep-21	291,192	4,406,019	4,691	939	1.6110
Dec-21	286,860	4,862,689	4,937	985	1.7210
Mar-22	282,580	5,025,855	5,069	991	1.7938
Jun-22	276,707	5,386,971	5,358	1,005	1.9363
Sep-22	275,999	5,509,272	5,485	1,004	1.9873
Dec-22	277,422	5,500,164	5,592	984	2.0157
Mar-23	278,310	6,012,703	5,932	1,014	2.1314
Jun-23	279,317	6,752,686	6,135	1,101	2.1964
Sep-23	281,692	7,251,219	6,452	1,124	2.2904
Dec-23	285,209	8,206,671	6,772	1,212	2.3744
Mar-24	291,938	8,445,837	6,724	1,256	2.3032
Jun-24	294,494	8,314,113	6,740	1,234	2.2887

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	16.3%	18.1%	95%	95%	8.5%
9-points	13.7%	14.4%	94%	94%	9.3%
12-points	10.6%	11.0%	93%	93%	9.2%
15-points	10.7%	11.0%	95%	96%	10.1%
24-points	6.9%	6.8%	88%	89%	0.8%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	6.0%	6.3%	74%	74%	11.2%
9-points	10.1%	10.6%	93%	93%	14.9%
12-points	13.1%	14.4%	97%	96%	18.7%
15-points	16.2%	18.0%	98%	97%	12.8%
24-points	13.4%	14.5%	96%	97%	12.4%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COMPREHENSIVE

$1,000 Deductible

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Sep-18	38,661	225,587	383	$589	0.9907
Dec-18	40,376	227,954	416	548	1.0303
Mar-19	41,710	389,547	457	852	1.0957
Jun-19	44,800	485,693	563	863	1.2567
Sep-19	53,450	553,318	598	925	1.1188
Dec-19	61,124	637,749	639	998	1.0454
Mar-20	69,624	634,562	676	939	0.9709
Jun-20	72,042	632,870	646	980	0.8967
Sep-20	67,284	667,688	709	942	1.0537
Dec-20	62,714	788,307	741	1,064	1.1816
Mar-21	58,611	895,173	736	1,216	1.2557
Jun-21	59,067	1,053,535	816	1,291	1.3815
Sep-21	65,972	1,248,281	842	1,483	1.2763
Dec-21	72,576	1,380,739	886	1,558	1.2208
Mar-22	78,627	1,314,171	958	1,372	1.2184
Jun-22	85,418	1,198,041	953	1,257	1.1157
Sep-22	87,041	1,424,848	953	1,495	1.0949
Dec-22	89,800	1,307,057	955	1,369	1.0635
Mar-23	91,665	1,663,319	967	1,720	1.0549
Jun-23	95,645	2,179,120	1,058	2,060	1.1062
Sep-23	96,319	2,226,810	1,107	2,012	1.1493
Dec-23	97,612	2,588,432	1,155	2,241	1.1833
Mar-24	100,620	2,515,607	1,128	2,230	1.1210
Jun-24	98,816	2,226,307	1,049	2,122	1.0616

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	15.2%	17.3%	77%	77%	37.9%
9-points	29.0%	34.4%	92%	91%	17.3%
12-points	20.0%	21.9%	86%	84%	22.9%
15-points	20.3%	21.8%	91%	91%	21.2%
24-points	20.4%	23.8%	95%	96%	14.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	1.1%	1.2%	12%	12%	-5.2%
9-points	1.2%	1.1%	21%	20%	0.3%
12-points	-4.1%	-3.9%	-58%	-57%	6.6%
15-points	-4.7%	-4.5%	-67%	-67%	10.3%
24-points	1.0%	1.1%	18%	20%	11.7%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

All Deductibles

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	5,424,582	988,229,139	281,467	$3,511	5.1887
Dec-18	5,446,259	1,022,045,565	286,257	3,570	5.2560
Mar-19	5,477,415	1,056,263,858	288,612	3,660	5.2691
Jun-19	5,504,449	1,079,457,412	290,347	3,718	5.2748
Sep-19	5,545,855	1,101,753,931	296,093	3,721	5.3390
Dec-19	5,583,882	1,111,969,215	296,730	3,747	5.3140
Mar-20	5,642,174	1,118,544,641	294,833	3,794	5.2255
Jun-20	5,704,026	1,028,480,282	272,598	3,773	4.7790
Sep-20	5,744,064	988,468,964	260,726	3,791	4.5391
Dec-20	5,782,654	968,515,871	249,549	3,881	4.3155
Mar-21	5,804,335	957,482,998	243,757	3,928	4.1996
Jun-21	5,834,575	1,092,520,182	259,175	4,215	4.4421
Sep-21	5,886,659	1,222,772,697	265,384	4,608	4.5082
Dec-21	5,997,011	1,333,629,856	272,051	4,902	4.5364
Mar-22	6,144,675	1,438,988,618	276,429	5,206	4.4987
Jun-22	6,235,771	1,504,998,814	284,647	5,287	4.5647
Sep-22	6,246,399	1,545,517,077	290,232	5,325	4.6464
Dec-22	6,202,076	1,579,883,734	290,671	5,435	4.6867
Mar-23	6,103,707	1,605,505,176	292,832	5,483	4.7976
Jun-23	6,054,854	1,639,687,231	291,028	5,634	4.8065
Sep-23	6,069,097	1,652,322,106	287,760	5,742	4.7414
Dec-23	6,084,089	1,642,711,271	286,707	5,730	4.7124
Mar-24	6,119,808	1,627,792,686	282,559	5,761	4.6171
Jun-24	6,122,741	1,585,434,490	276,364	5,737	4.5137

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	3.3%	3.4%	82%	82%	6.2%
9-points	4.8%	4.9%	95%	95%	13.6%
12-points	7.0%	7.4%	94%	92%	17.3%
15-points	11.0%	12.1%	94%	92%	15.2%
24-points	10.4%	11.0%	96%	96%	10.0%

Selections:	Historical	Prospective
	13.0%	8.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-4.9%	-4.8%	-95%	-95%	5.7%
9-points	-0.4%	-0.4%	-13%	-14%	4.1%
12-points	1.1%	1.1%	42%	42%	3.7%
15-points	2.4%	2.5%	72%	72%	-1.3%
24-points	-2.5%	-2.4%	-60%	-59%	-3.1%

Selections:	Historical	Prospective
	1.0%	4.0%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$50 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	42,300	12,201,750	4,281	$2,850	10.1206
Dec-18	42,496	11,773,746	4,333	2,717	10.1963
Mar-19	42,919	12,667,899	4,380	2,892	10.2053
Jun-19	43,573	12,804,692	4,342	2,949	9.9649
Sep-19	44,033	13,035,265	4,409	2,957	10.0129
Dec-19	44,505	13,110,821	4,392	2,985	9.8686
Mar-20	44,875	12,361,638	4,252	2,907	9.4752
Jun-20	45,198	11,509,103	4,080	2,821	9.0269
Sep-20	45,786	11,095,130	3,837	2,892	8.3803
Dec-20	46,328	11,363,259	3,690	3,079	7.9649
Mar-21	47,009	11,266,099	3,549	3,174	7.5496
Jun-21	47,651	12,225,377	3,563	3,431	7.4773
Sep-21	48,125	12,014,606	3,277	3,666	6.8094
Dec-21	49,323	11,800,676	2,998	3,936	6.0783
Mar-22	51,058	12,053,605	2,717	4,436	5.3214
Jun-22	52,102	12,061,523	2,567	4,699	4.9269
Sep-22	52,537	12,934,525	2,731	4,736	5.1982
Dec-22	52,234	12,602,481	2,749	4,584	5.2629
Mar-23	51,130	12,960,154	2,852	4,544	5.5779
Jun-23	50,465	13,764,038	2,892	4,759	5.7307
Sep-23	50,329	14,189,750	2,843	4,991	5.6488
Dec-23	50,033	14,657,963	2,885	5,081	5.7662
Mar-24	49,795	13,851,791	2,849	4,862	5.7215
Jun-24	49,141	13,304,602	2,761	4,819	5.6185

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	4.2%	4.4%	51%	51%	2.5%
9-points	3.2%	3.2%	60%	60%	16.8%
12-points	8.2%	9.0%	82%	81%	21.7%
15-points	12.9%	14.5%	91%	90%	19.4%
24-points	12.5%	13.4%	94%	94%	11.4%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	0.6%	0.6%	21%	22%	9.0%
9-points	6.6%	7.0%	84%	84%	-12.3%
12-points	-1.9%	-1.5%	-20%	-16%	-16.4%
15-points	-9.5%	-8.4%	-69%	-66%	-18.1%
24-points	-14.0%	-13.0%	-93%	-92%	-13.2%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$100 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	227,005	35,893,878	12,676	$2,832	5.5840
Dec-18	224,049	37,068,786	12,813	2,893	5.7188
Mar-19	222,087	37,842,188	12,814	2,953	5.7698
Jun-19	220,451	37,965,269	12,671	2,996	5.7478
Sep-19	218,086	38,611,028	12,665	3,049	5.8073
Dec-19	215,709	38,408,277	12,465	3,081	5.7786
Mar-20	214,043	38,062,990	12,549	3,033	5.8628
Jun-20	212,612	34,796,976	11,672	2,981	5.4898
Sep-20	212,301	33,022,214	11,401	2,896	5.3702
Dec-20	212,315	31,702,628	10,873	2,916	5.1212
Mar-21	211,420	31,411,055	10,259	3,062	4.8524
Jun-21	210,490	36,207,677	10,853	3,336	5.1561
Sep-21	210,422	41,248,399	10,940	3,770	5.1991
Dec-21	211,758	44,397,350	11,149	3,982	5.2650
Mar-22	213,323	47,996,152	11,326	4,238	5.3093
Jun-22	213,287	49,254,318	11,529	4,272	5.4054
Sep-22	210,521	49,309,023	11,546	4,271	5.4845
Dec-22	206,188	50,896,173	11,569	4,399	5.6109
Mar-23	200,917	49,832,904	11,499	4,334	5.7233
Jun-23	197,119	50,824,696	11,256	4,515	5.7103
Sep-23	194,963	49,645,427	10,937	4,539	5.6098
Dec-23	192,599	48,299,592	10,633	4,542	5.5208
Mar-24	190,734	47,653,432	10,298	4,627	5.3991
Jun-24	187,580	45,020,313	9,821	4,584	5.2356

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	4.0%	4.1%	84%	84%	4.5%
9-points	4.2%	4.3%	94%	94%	13.0%
12-points	6.1%	6.4%	92%	92%	19.4%
15-points	11.4%	12.7%	91%	89%	15.8%
24-points	10.3%	10.9%	94%	94%	9.7%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-7.1%	-6.9%	-97%	-97%	6.6%
9-points	-1.5%	-1.5%	-35%	-36%	5.9%
12-points	1.3%	1.3%	34%	34%	4.5%
15-points	2.6%	2.7%	65%	65%	0.5%
24-points	-0.8%	-0.8%	-29%	-27%	-1.0%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$200 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	36,574	6,335,809	2,105	$3,010	5.7555
Dec-18	36,284	6,486,464	2,130	3,045	5.8704
Mar-19	36,024	6,899,668	2,158	3,197	5.9905
Jun-19	35,823	6,860,232	2,129	3,222	5.9431
Sep-19	35,578	6,825,743	2,148	3,178	6.0374
Dec-19	35,252	6,968,572	2,117	3,292	6.0053
Mar-20	35,057	6,715,038	2,071	3,242	5.9075
Jun-20	34,789	5,888,263	1,838	3,204	5.2833
Sep-20	34,469	5,581,244	1,715	3,254	4.9755
Dec-20	34,166	4,815,561	1,566	3,075	4.5835
Mar-21	33,786	5,117,165	1,597	3,204	4.7268
Jun-21	33,451	6,202,271	1,786	3,473	5.3392
Sep-21	33,304	6,601,955	1,775	3,719	5.3297
Dec-21	33,688	7,212,335	1,777	4,059	5.2749
Mar-22	34,464	7,127,909	1,670	4,268	4.8456
Jun-22	34,727	7,330,549	1,622	4,519	4.6707
Sep-22	34,296	7,713,512	1,665	4,633	4.8548
Dec-22	33,382	7,859,479	1,646	4,775	4.9308
Mar-23	31,966	7,900,129	1,629	4,850	5.0960
Jun-23	31,039	7,803,902	1,643	4,750	5.2933
Sep-23	30,707	7,515,256	1,596	4,709	5.1975
Dec-23	30,361	7,286,516	1,591	4,580	5.2403
Mar-24	30,079	7,178,855	1,543	4,653	5.1298
Jun-24	29,513	6,980,152	1,459	4,784	4.9436

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-1.8%	-1.8%	-42%	-41%	9.3%
9-points	0.8%	0.9%	25%	26%	17.8%
12-points	6.4%	6.9%	76%	76%	20.2%
15-points	11.4%	12.8%	88%	87%	15.8%
24-points	9.8%	10.3%	93%	93%	9.5%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-2.7%	-2.7%	-52%	-52%	8.6%
9-points	3.5%	3.6%	59%	60%	-2.0%
12-points	0.4%	0.4%	8%	9%	1.4%
15-points	1.3%	1.4%	30%	31%	-3.0%
24-points	-3.2%	-3.1%	-65%	-63%	-3.2%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$250 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	1,466,906	235,951,254	75,192	$3,138	5.1259
Dec-18	1,452,995	239,777,084	75,306	3,184	5.1828
Mar-19	1,441,172	242,521,982	74,502	3,255	5.1695
Jun-19	1,428,482	243,452,331	73,254	3,323	5.1281
Sep-19	1,419,083	244,257,084	73,356	3,330	5.1693
Dec-19	1,408,597	240,927,665	72,372	3,329	5.1379
Mar-20	1,404,487	239,357,863	71,064	3,368	5.0598
Jun-20	1,400,751	218,036,518	65,348	3,337	4.6652
Sep-20	1,393,882	205,369,532	61,533	3,338	4.4145
Dec-20	1,389,100	197,909,488	58,164	3,403	4.1872
Mar-21	1,379,523	190,795,089	55,809	3,419	4.0455
Jun-21	1,371,241	213,930,743	58,380	3,664	4.2575
Sep-21	1,367,368	233,463,797	58,882	3,965	4.3062
Dec-21	1,373,247	253,590,295	60,072	4,221	4.3744
Mar-22	1,388,025	270,855,689	60,508	4,476	4.3593
Jun-22	1,400,741	280,630,041	61,390	4,571	4.3827
Sep-22	1,402,762	288,208,839	62,493	4,612	4.4550
Dec-22	1,395,118	292,834,297	62,145	4,712	4.4545
Mar-23	1,375,395	296,787,832	62,534	4,746	4.5466
Jun-23	1,357,418	300,294,513	62,011	4,843	4.5683
Sep-23	1,346,085	301,480,222	60,721	4,965	4.5109
Dec-23	1,333,380	294,289,025	59,687	4,931	4.4764
Mar-24	1,324,692	286,016,464	57,820	4,947	4.3648
Jun-24	1,307,333	279,966,917	56,147	4,986	4.2948

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	3.4%	3.5%	87%	86%	6.2%
9-points	4.6%	4.7%	96%	96%	13.5%
12-points	7.1%	7.5%	93%	92%	16.6%
15-points	10.8%	11.8%	94%	93%	14.2%
24-points	9.7%	10.2%	96%	96%	9.0%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-4.9%	-4.8%	-94%	-94%	4.0%
9-points	-0.9%	-0.9%	-31%	-32%	3.4%
12-points	0.5%	0.5%	23%	23%	2.9%
15-points	1.8%	1.9%	64%	64%	-1.9%
24-points	-3.2%	-3.0%	-70%	-68%	-3.7%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$500 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	3,213,307	614,920,726	168,835	$3,642	5.2542
Dec-18	3,239,538	637,652,496	172,358	3,700	5.3205
Mar-19	3,270,990	659,612,154	174,498	3,780	5.3347
Jun-19	3,298,047	676,693,919	176,631	3,831	5.3556
Sep-19	3,335,814	693,924,351	181,197	3,830	5.4319
Dec-19	3,371,308	704,009,131	182,274	3,862	5.4066
Mar-20	3,417,844	709,590,091	181,444	3,911	5.3087
Jun-20	3,467,556	653,384,824	167,634	3,898	4.8344
Sep-20	3,501,418	627,408,262	160,553	3,908	4.5854
Dec-20	3,533,742	616,580,256	154,113	4,001	4.3612
Mar-21	3,557,251	610,693,444	151,173	4,040	4.2497
Jun-21	3,588,629	698,150,619	161,269	4,329	4.4939
Sep-21	3,634,219	787,315,368	166,111	4,740	4.5707
Dec-21	3,716,940	858,809,470	170,626	5,033	4.5905
Mar-22	3,820,290	928,145,353	173,922	5,337	4.5526
Jun-22	3,877,206	971,846,537	179,886	5,403	4.6396
Sep-22	3,876,515	995,976,916	183,205	5,436	4.7260
Dec-22	3,838,530	1,018,100,575	183,327	5,553	4.7760
Mar-23	3,766,563	1,031,335,029	184,276	5,597	4.8924
Jun-23	3,731,818	1,050,785,792	182,596	5,755	4.8930
Sep-23	3,740,227	1,054,049,155	180,416	5,842	4.8237
Dec-23	3,748,798	1,044,568,781	179,685	5,813	4.7931
Mar-24	3,768,713	1,034,779,125	177,210	5,839	4.7021
Jun-24	3,767,878	1,000,105,248	172,980	5,782	4.5909

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	2.3%	2.3%	67%	67%	5.9%
9-points	4.1%	4.2%	91%	91%	13.1%
12-points	6.4%	6.8%	92%	91%	16.8%
15-points	10.5%	11.5%	92%	91%	14.8%
24-points	10.0%	10.6%	96%	96%	9.7%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-5.0%	-4.9%	-96%	-96%	6.2%
9-points	-0.4%	-0.4%	-13%	-13%	4.5%
12-points	1.3%	1.3%	45%	46%	4.1%
15-points	2.6%	2.7%	74%	74%	-1.1%
24-points	-2.4%	-2.3%	-58%	-56%	-3.1%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

COLLISION

$1,000 Deductible

YEAR ENDED	(1) EARNED EXPOSURES	(2) PAID LOSSES	(3) PAID CLAIMS	(2)/(3) (4) PAID CLAIM COST	(3)/(1) x 100 (5) PAID CLAIM FREQ
Sep-18	438,490	82,925,722	18,378	$4,512	4.1912
Dec-18	450,897	89,286,989	19,317	4,622	4.2841
Mar-19	464,223	96,719,967	20,260	4,774	4.3643
Jun-19	478,073	101,680,969	21,320	4,769	4.4596
Sep-19	493,261	105,100,460	22,318	4,709	4.5246
Dec-19	508,511	108,544,749	23,110	4,697	4.5446
Mar-20	525,868	112,457,021	23,453	4,795	4.4599
Jun-20	543,120	104,864,598	22,026	4,761	4.0555
Sep-20	556,208	105,992,582	21,687	4,887	3.8991
Dec-20	567,003	106,144,679	21,143	5,020	3.7289
Mar-21	575,346	108,200,146	21,370	5,063	3.7143
Jun-21	583,113	125,803,495	23,324	5,394	3.9999
Sep-21	593,221	142,128,572	24,399	5,825	4.1130
Dec-21	612,055	157,819,730	25,429	6,206	4.1547
Mar-22	637,515	172,809,910	26,286	6,574	4.1232
Jun-22	657,708	183,875,846	27,653	6,649	4.2044
Sep-22	669,768	191,374,262	28,592	6,693	4.2689
Dec-22	676,624	197,590,729	29,235	6,759	4.3207
Mar-23	677,736	206,689,128	30,042	6,880	4.4327
Jun-23	686,995	216,214,290	30,630	7,059	4.4585
Sep-23	706,786	225,442,296	31,247	7,215	4.4210
Dec-23	728,918	233,609,394	32,226	7,249	4.4211
Mar-24	755,795	238,313,019	32,839	7,257	4.3450
Jun-24	781,296	240,057,258	33,196	7,232	4.2488

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	3.8%	3.9%	85%	85%	5.5%
9-points	5.1%	5.2%	95%	95%	12.5%
12-points	6.9%	7.3%	94%	93%	15.7%
15-points	10.5%	11.4%	94%	93%	14.6%
24-points	10.0%	10.5%	96%	96%	9.1%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients		Previous Review
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL	EXPONENTIAL
6-points	-3.3%	-3.3%	-86%	-86%	6.6%
9-points	0.9%	0.9%	30%	30%	5.3%
12-points	2.3%	2.3%	71%	71%	6.5%
15-points	4.2%	4.4%	84%	84%	1.6%
24-points	0.3%	0.3%	9%	9%	0.2%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Bodily Injury

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	4,717,251	451,768,736	33,963	13,302	0.7200
Mar-21	4,738,450	435,668,029	31,464	13,847	0.6640
Jun-21	4,755,590	441,819,418	30,643	14,418	0.6444
Sep-21	4,763,318	459,668,962	31,143	14,760	0.6538
Dec-21	4,769,286	481,324,586	31,984	15,049	0.6706
Mar-22	4,769,260	511,065,216	33,201	15,393	0.6961
Jun-22	4,762,474	531,363,315	34,093	15,586	0.7159
Sep-22	4,752,220	536,857,883	34,116	15,736	0.7179
Dec-22	4,739,907	535,641,373	33,759	15,867	0.7122
Mar-23	4,724,494	537,656,502	33,668	15,969	0.7126
Jun-23	4,698,193	536,669,882	33,366	16,084	0.7102
Sep-23	4,666,036	537,136,228	33,099	16,228	0.7094
Dec-23	4,631,545	540,548,024	33,278	16,243	0.7185
Mar-24	4,593,864	537,443,720	32,867	16,352	0.7155
Jun-24	4,554,393	542,770,909	32,408	16,748	0.7116

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.3%	3.4%	94%	94%
9-points	3.1%	3.2%	98%	98%
12-points	3.9%	4.0%	98%	97%
15-points	5.5%	5.7%	95%	94%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.3%	0.3%	31%	31%
9-points	-0.1%	-0.1%	-21%	-21%
12-points	2.3%	2.3%	70%	70%
15-points	2.0%	2.1%	61%	61%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	4,717,251	494,206,923	115,760	4,269	2.4540
Mar-21	4,738,450	460,970,187	106,739	4,319	2.2526
Jun-21	4,755,590	478,575,921	110,131	4,346	2.3158
Sep-21	4,763,318	501,505,027	109,779	4,568	2.3047
Dec-21	4,769,286	524,956,263	109,595	4,790	2.2979
Mar-22	4,769,260	567,773,875	112,684	5,039	2.3627
Jun-22	4,762,474	606,554,009	114,642	5,291	2.4072
Sep-22	4,752,220	639,147,759	115,358	5,541	2.4275
Dec-22	4,739,907	672,012,218	116,187	5,784	2.4513
Mar-23	4,724,494	695,752,579	116,405	5,977	2.4639
Jun-23	4,698,193	713,201,849	115,925	6,152	2.4674
Sep-23	4,666,036	715,637,839	115,028	6,221	2.4652
Dec-23	4,631,545	715,687,937	114,143	6,270	2.4645
Mar-24	4,593,864	715,842,848	113,407	6,312	2.4687
Jun-24	4,554,393	705,288,942	111,690	6,315	2.4524

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	4.1%	4.2%	92%	92%
9-points	8.6%	9.1%	94%	93%
12-points	11.9%	13.0%	96%	96%
15-points	13.1%	14.2%	98%	97%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.3%	-0.3%	-50%	-50%
9-points	0.9%	0.9%	71%	72%
12-points	2.5%	2.5%	85%	85%
15-points	2.0%	2.1%	72%	72%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Comprehensive

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	3,747,586	294,529,433	185,672	1,586	4.9544
Mar-21	3,766,723	290,230,819	184,597	1,572	4.9007
Jun-21	3,784,985	305,354,199	198,276	1,540	5.2385
Sep-21	3,797,434	307,676,305	200,497	1,535	5.2798
Dec-21	3,809,102	313,665,140	201,828	1,554	5.2986
Mar-22	3,818,110	341,242,129	208,907	1,633	5.4715
Jun-22	3,823,107	358,536,363	211,476	1,695	5.5315
Sep-22	3,825,079	369,526,287	212,597	1,738	5.5580
Dec-22	3,824,459	385,183,166	213,118	1,807	5.5725
Mar-23	3,819,825	395,282,317	212,145	1,863	5.5538
Jun-23	3,804,683	404,729,530	210,027	1,927	5.5202
Sep-23	3,782,655	427,330,022	213,118	2,005	5.6341
Dec-23	3,757,122	437,988,702	214,142	2,045	5.6996
Mar-24	3,727,242	448,104,405	212,737	2,106	5.7076
Jun-24	3,694,324	443,690,561	210,809	2,105	5.7063

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	10.2%	10.8%	98%	97%
9-points	11.8%	12.5%	99%	99%
12-points	12.4%	13.4%	100%	99%
15-points	10.5%	10.8%	96%	97%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	2.8%	2.9%	90%	90%
9-points	1.8%	1.8%	87%	86%
12-points	2.6%	2.7%	92%	91%
15-points	3.9%	4.0%	92%	91%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (NORTH CAROLINA)

Collision

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	3,509,231	581,410,716	154,212	3,770	4.3945
Mar-21	3,528,999	555,726,334	149,192	3,725	4.2276
Jun-21	3,548,814	627,498,820	161,129	3,894	4.5404
Sep-21	3,563,678	707,799,764	167,360	4,229	4.6963
Dec-21	3,578,067	762,610,800	171,183	4,455	4.7842
Mar-22	3,589,913	836,482,475	176,325	4,744	4.9117
Jun-22	3,597,670	881,803,328	178,399	4,943	4.9587
Sep-22	3,602,324	898,098,324	177,919	5,048	4.9390
Dec-22	3,604,155	920,298,918	176,872	5,203	4.9074
Mar-23	3,602,090	926,169,299	176,465	5,248	4.8990
Jun-23	3,589,992	941,104,693	174,650	5,389	4.8649
Sep-23	3,570,809	940,072,400	173,619	5,415	4.8622
Dec-23	3,547,553	919,404,808	171,817	5,351	4.8433
Mar-24	3,519,272	904,773,819	168,237	5,378	4.7804
Jun-24	3,487,143	868,911,404	163,527	5,314	4.6894

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	0.5%	0.5%	21%	21%
9-points	3.7%	3.9%	82%	82%
12-points	7.7%	8.3%	89%	88%
15-points	11.1%	12.1%	93%	92%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-3.1%	-3.1%	-92%	-92%
9-points	-2.3%	-2.3%	-94%	-94%
12-points	-0.4%	-0.4%	-18%	-18%
15-points	2.3%	2.4%	58%	58%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (COUNTRYWIDE)

Bodily Injury

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	104,496,350	15,169,497,415	757,070	20,037	0.7245
Mar-21	104,915,528	14,505,027,717	699,834	20,726	0.6670
Jun-21	105,371,573	14,538,588,106	676,392	21,494	0.6419
Sep-21	105,647,502	15,082,198,051	681,309	22,137	0.6449
Dec-21	105,857,037	15,590,381,679	688,609	22,640	0.6505
Mar-22	105,959,416	16,350,016,774	706,449	23,144	0.6667
Jun-22	105,937,236	17,006,648,670	722,360	23,543	0.6819
Sep-22	105,848,984	17,429,578,511	733,155	23,773	0.6926
Dec-22	105,646,433	17,797,671,489	739,446	24,069	0.6999
Mar-23	105,263,075	18,179,090,443	747,337	24,325	0.7100
Jun-23	104,594,105	18,400,702,925	749,402	24,554	0.7165
Sep-23	103,833,207	18,663,984,605	747,797	24,959	0.7202
Dec-23	102,944,951	19,057,266,984	751,566	25,357	0.7301
Mar-24	102,273,186	19,546,694,998	752,805	25,965	0.7361
Jun-24	101,589,419	20,084,585,752	758,005	26,497	0.7461

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	7.0%	7.2%	99%	99%
9-points	5.9%	6.0%	98%	99%
12-points	5.9%	6.1%	99%	99%
15-points	7.1%	7.4%	99%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	3.9%	4.0%	99%	99%
9-points	4.3%	4.4%	100%	100%
12-points	5.2%	5.4%	99%	99%
15-points	3.3%	3.4%	74%	74%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (COUNTRYWIDE)

Property Damage

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	146,984,792	16,090,264,017	3,624,724	4,439	2.4661
Mar-21	147,507,879	14,813,091,651	3,267,859	4,533	2.2154
Jun-21	148,184,979	15,057,613,179	3,337,083	4,512	2.2520
Sep-21	148,660,830	15,897,282,854	3,415,166	4,655	2.2973
Dec-21	149,064,827	16,819,862,586	3,488,957	4,821	2.3406
Mar-22	149,377,062	18,289,086,479	3,634,108	5,033	2.4328
Jun-22	149,476,926	19,785,944,974	3,748,660	5,278	2.5079
Sep-22	149,438,012	21,106,429,360	3,831,858	5,508	2.5642
Dec-22	149,231,422	22,326,386,359	3,885,907	5,745	2.6039
Mar-23	148,751,186	23,210,743,528	3,903,560	5,946	2.6242
Jun-23	147,867,781	23,759,277,133	3,892,006	6,105	2.6321
Sep-23	146,862,646	23,886,964,286	3,840,029	6,221	2.6147
Dec-23	145,691,332	23,939,480,100	3,811,592	6,281	2.6162
Mar-24	144,816,835	23,911,042,308	3,782,632	6,321	2.6120
Jun-24	143,894,620	23,824,531,797	3,753,483	6,347	2.6085

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	5.0%	5.2%	95%	95%
9-points	9.1%	9.6%	96%	95%
12-points	11.7%	12.7%	97%	97%
15-points	12.1%	12.8%	98%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.6%	-0.6%	-84%	-85%
9-points	1.4%	1.5%	66%	66%
12-points	4.4%	4.6%	85%	84%
15-points	4.5%	4.7%	84%	83%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (COUNTRYWIDE)

Comprehensive

	(1)	(2)	(3)	(2)/(3) (4)	(3)/(1) x 100 (5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	123,794,452	11,574,939,132	6,714,752	1,724	5.4241
Mar-21	124,373,676	11,786,633,310	6,699,125	1,759	5.3863
Jun-21	125,152,101	12,506,062,786	7,127,240	1,755	5.6949
Sep-21	125,791,473	13,388,675,943	7,233,146	1,851	5.7501
Dec-21	126,348,674	14,121,424,576	7,388,768	1,911	5.8479
Mar-22	126,810,873	14,992,595,991	7,582,818	1,977	5.9796
Jun-22	127,097,045	15,593,071,379	7,701,248	2,025	6.0593
Sep-22	127,283,834	15,780,279,380	7,763,933	2,033	6.0997
Dec-22	127,355,285	17,070,079,148	7,851,495	2,174	6.1650
Mar-23	127,224,707	18,064,135,001	7,933,362	2,277	6.2357
Jun-23	126,760,554	19,134,193,200	8,027,144	2,384	6.3325
Sep-23	126,124,316	20,406,117,181	8,131,235	2,510	6.4470
Dec-23	125,272,764	20,109,700,631	8,056,172	2,496	6.4309
Mar-24	124,547,558	20,048,445,902	7,965,679	2,517	6.3957
Jun-24	123,697,154	19,891,310,475	7,802,613	2,549	6.3078

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	8.1%	8.6%	90%	89%
9-points	12.9%	13.8%	96%	96%
12-points	12.8%	13.8%	98%	98%
15-points	12.8%	13.5%	99%	99%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	1.0%	1.0%	35%	36%
9-points	2.8%	2.8%	84%	84%
12-points	3.8%	3.9%	93%	93%
15-points	4.9%	5.1%	95%	95%

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

FASTTRACK (COUNTRYWIDE)

Collision

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	PAID LOSSES	PAID CLAIMS	PAID CLAIM COST	PAID CLAIM FREQ
Dec-20	117,405,712	21,634,766,112	5,387,317	4,016	4.5886
Mar-21	117,989,662	21,098,628,815	5,171,022	4,080	4.3826
Jun-21	118,814,616	24,554,001,386	5,646,355	4,349	4.7522
Sep-21	119,532,402	27,375,840,577	5,924,973	4,620	4.9568
Dec-21	120,204,423	29,816,902,749	6,158,485	4,842	5.1233
Mar-22	120,823,669	33,042,792,698	6,398,966	5,164	5.2961
Jun-22	121,296,506	35,214,876,558	6,521,827	5,400	5.3768
Sep-22	121,664,292	36,183,622,245	6,542,540	5,531	5.3775
Dec-22	121,900,661	37,050,404,162	6,539,049	5,666	5.3642
Mar-23	121,909,613	37,581,667,960	6,557,068	5,731	5.3786
Jun-23	121,564,121	37,740,883,203	6,524,061	5,785	5.3668
Sep-23	121,039,738	37,617,922,275	6,475,239	5,810	5.3497
Dec-23	120,318,037	37,105,984,597	6,409,815	5,789	5.3274
Mar-24	119,737,337	36,311,475,301	6,303,357	5,761	5.2643
Jun-24	119,099,937	35,157,745,107	6,152,953	5,714	5.1662

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-0.4%	-0.4%	-26%	-26%
9-points	2.7%	2.7%	76%	76%
12-points	7.0%	7.6%	86%	86%
15-points	10.6%	11.6%	92%	91%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
6-points	-3.0%	-3.0%	-92%	-92%
9-points	-1.6%	-1.6%	-82%	-82%
12-points	1.0%	1.0%	35%	35%
15-points	4.1%	4.3%	73%	73%

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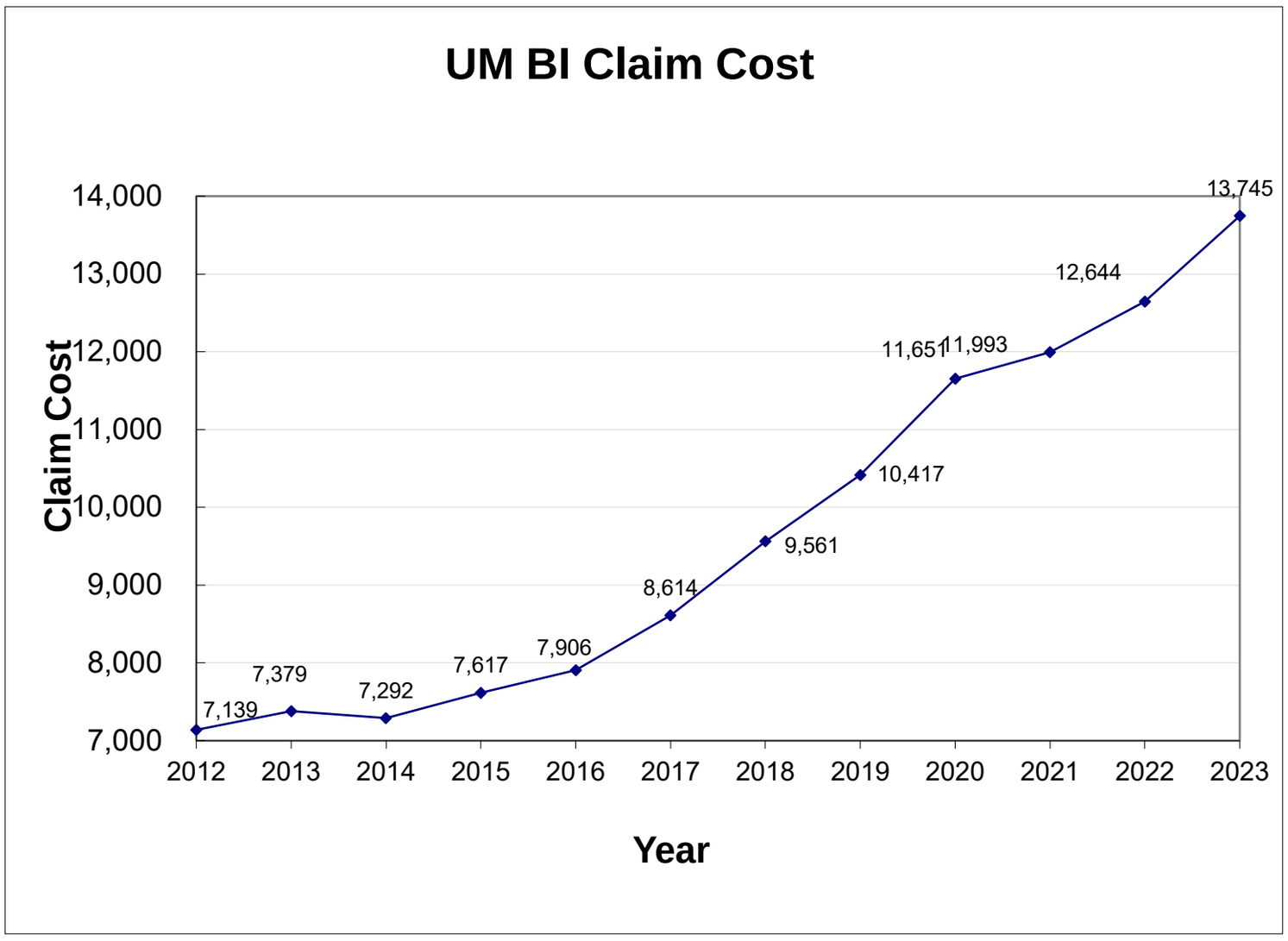

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	5.6%	6.6%
6-points	7.2%	8.2%
9-points	8.0%	7.9%
12-points	6.7%	6.1%

Selections:

Current Review		Previous Review	
Historical	Prospective	Historical	Prospective
		6.5%	6.5%

For the underlying data, see Page 48.

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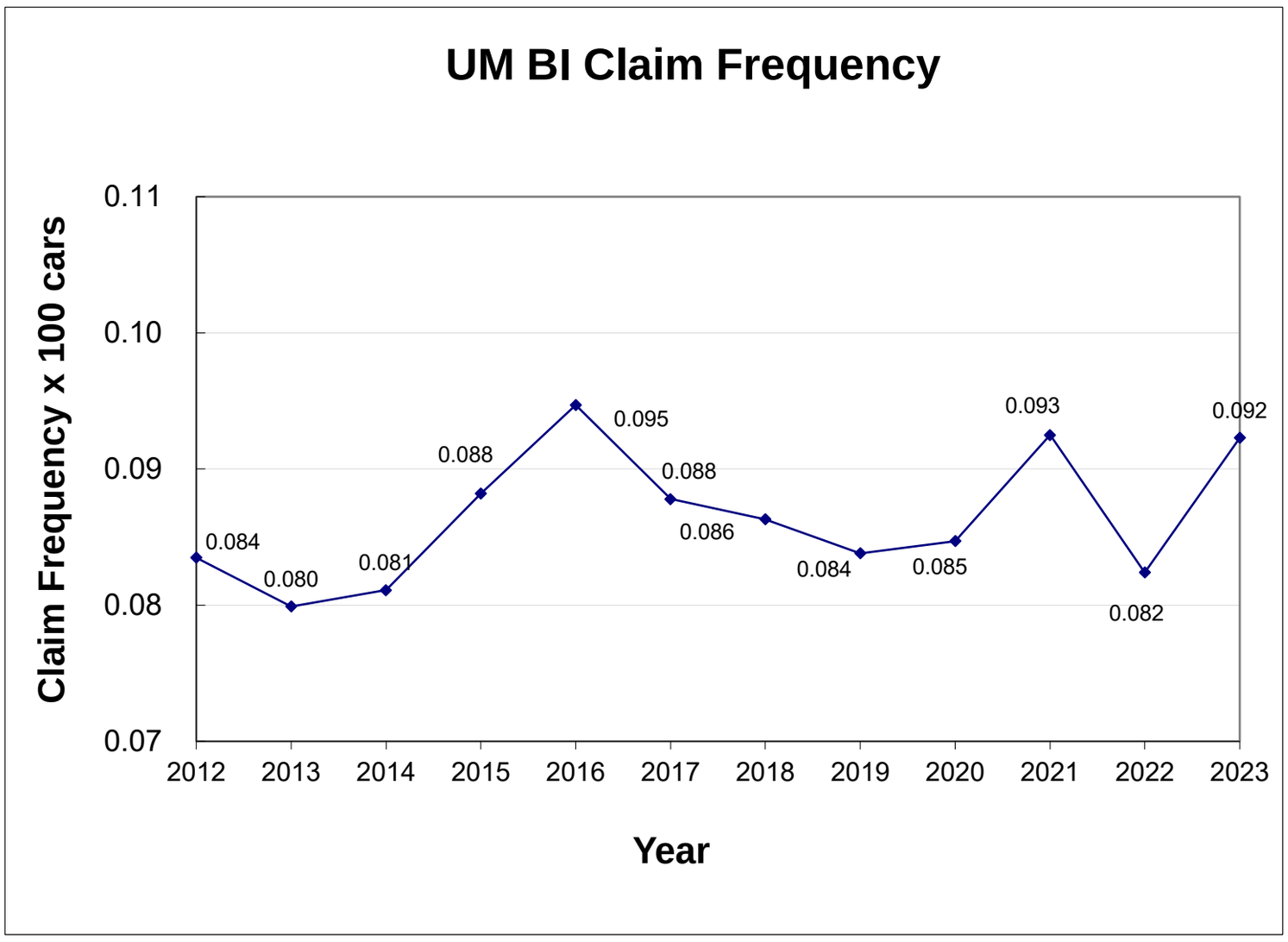

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	1.4%	0.2%
6-points	1.1%	-0.4%
9-points	-0.2%	-0.2%
12-points	0.6%	0.4%

Selections:	Historical	Prospective	Historical	Prospective
			0.0%	0.0%

For the underlying data, see Page 48.

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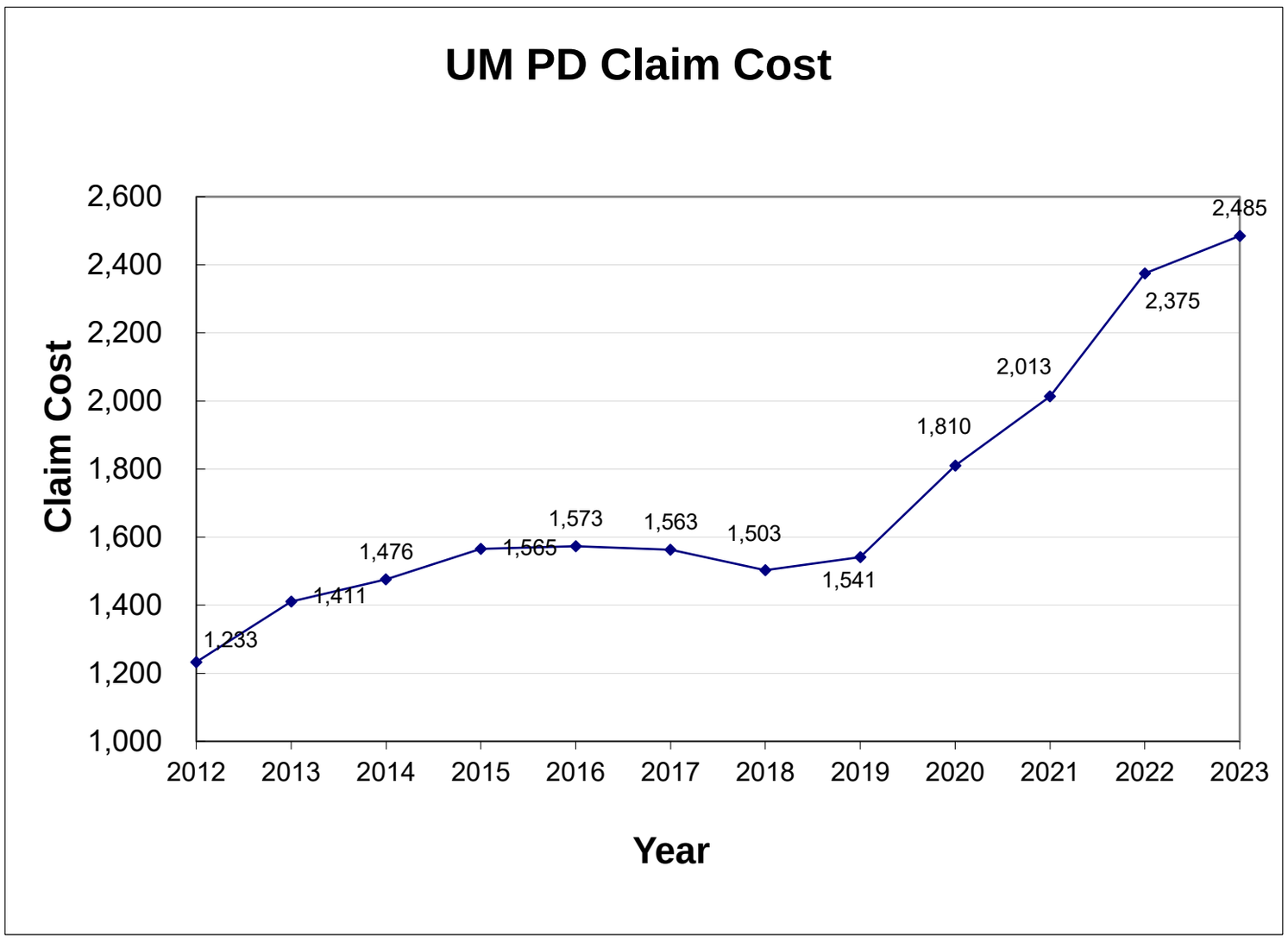

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	11.8%	13.8%
6-points	11.8%	8.7%
9-points	6.5%	4.7%
12-points	5.5%	4.4%

Selections:	Historical	Prospective	Historical	Prospective
			13.0%	13.0%

For the underlying data, see Page 49.

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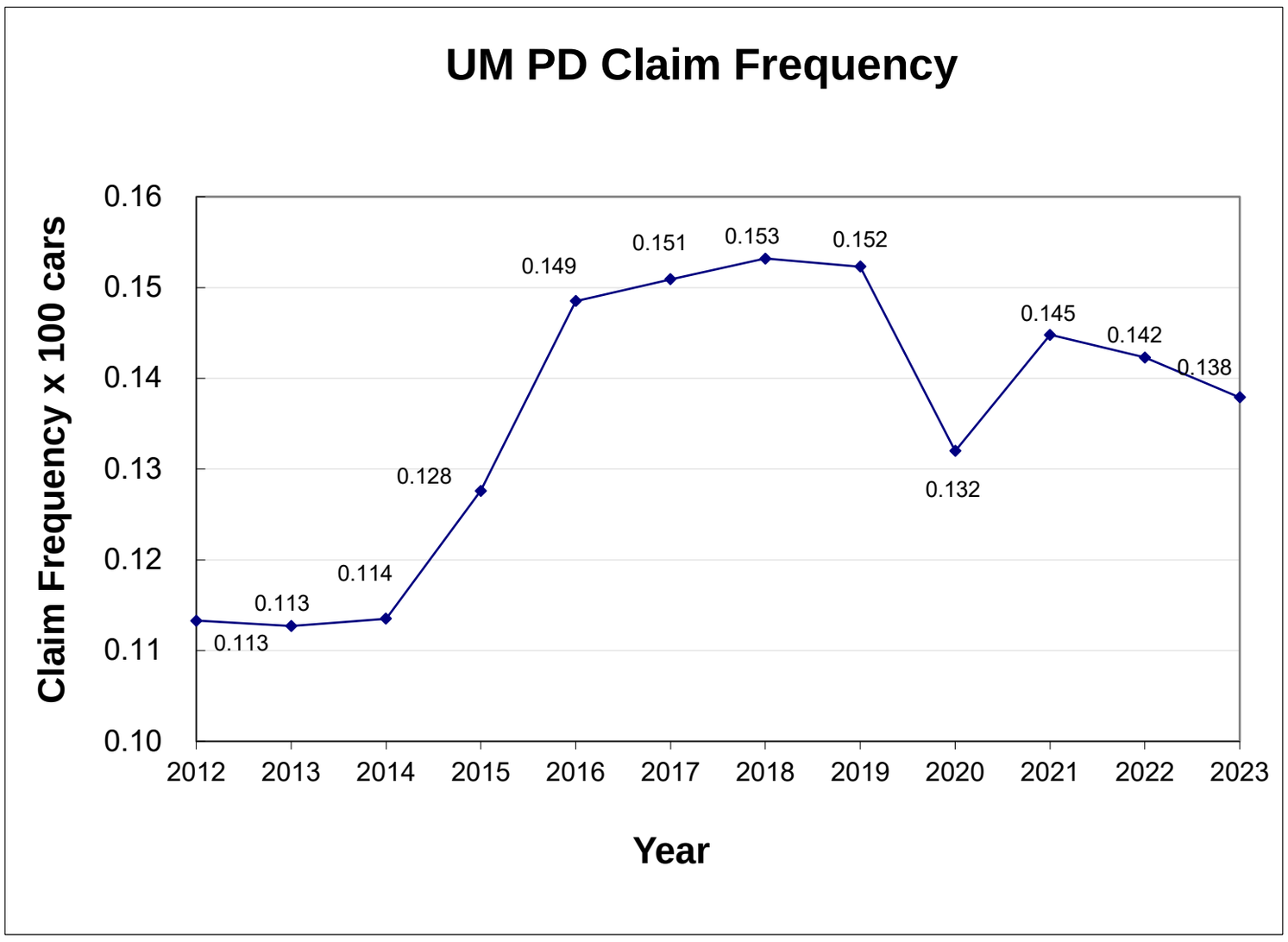

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	1.1%	-1.1%
6-points	-1.8%	-1.7%
9-points	-0.1%	1.8%
12-points	2.2%	2.9%

Selections:

Current Review		Previous Review	
Historical	Prospective	Historical	Prospective
		0.0%	0.0%

For the underlying data, see Page 49.

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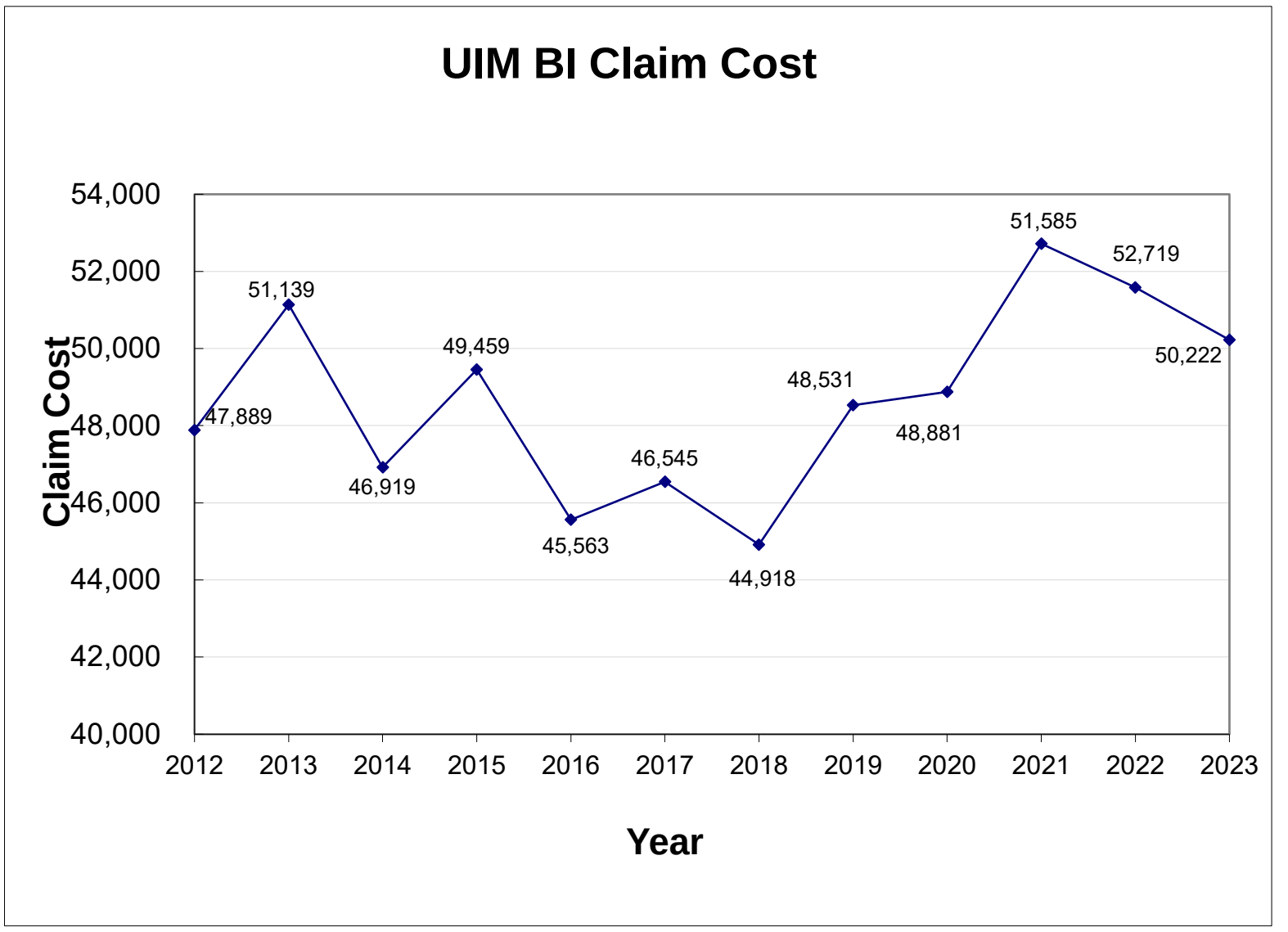

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	0.6%	6.6%
6-points	2.4%	8.2%
9-points	1.3%	7.9%
12-points	0.5%	6.1%

Selections:

Current Review		Previous Review	
Historical	Prospective	Historical	Prospective
		2.5%	2.5%

For the underlying data, see Page 50.

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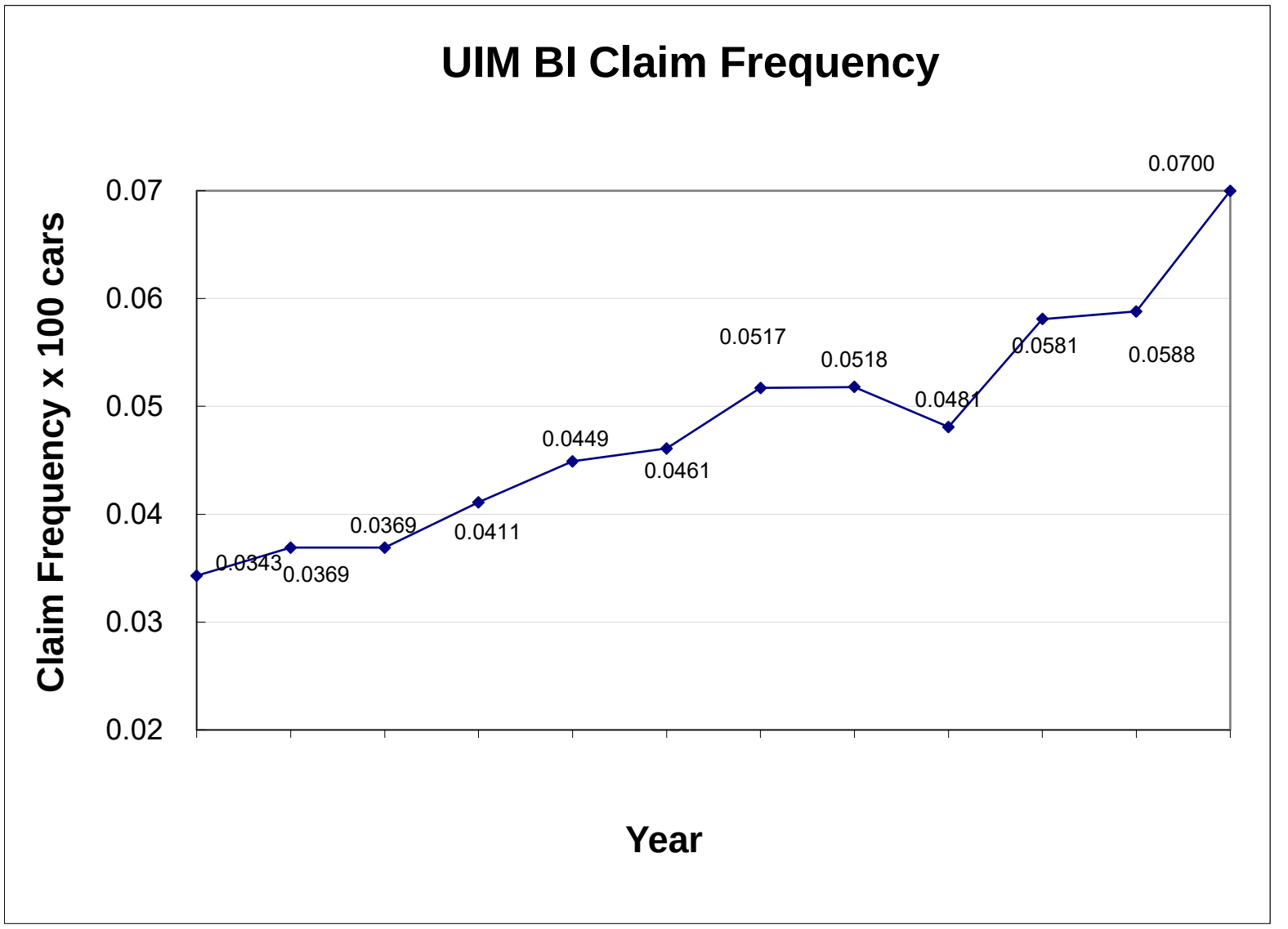

Fits (all assume an exponential curve):

	Current Review	Previous Review
4-points	12.0%	0.2%
6-points	6.1%	-0.4%
9-points	5.7%	-0.2%
12-points	6.0%	0.4%

Selections:	Historical	Prospective	Historical	Prospective
			5.0%	5.0%

For the underlying data, see Page 50.

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNINSURED MOTORISTS

Bodily Injury (2)/(3) (3)/(1) x 100

YEAR ENDED	(1) EARNED EXPOSURES	(2) INCURRED LOSSES	(3) INCURRED CLAIMS	(4) CLAIM COST	(5) CLAIM FREQ
12/31/2012	6,396,922	38,150,466	5,344	7,139	0.0835
12/31/2013	6,238,914	36,783,613	4,985	7,379	0.0799
12/31/2014	6,046,751	35,736,195	4,901	7,292	0.0811
12/31/2015	6,100,909	40,963,607	5,378	7,617	0.0882
12/31/2016	6,294,050	47,136,224	5,962	7,906	0.0947
12/31/2017	6,306,632	47,685,173	5,536	8,614	0.0878
12/31/2018	6,409,272	52,861,552	5,529	9,561	0.0863
12/31/2019	6,526,290	56,991,950	5,471	10,417	0.0838
12/31/2020	6,754,508	66,665,391	5,722	11,651	0.0847
12/31/2021	7,018,541	77,872,585	6,493	11,993	0.0925
12/31/2022	7,036,413	73,270,854	5,795	12,644	0.0824
12/31/2023	7,044,752	89,367,147	6,502	13,745	0.0923

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	5.5%	5.6%	97%	98%
6-points	6.8%	7.2%	99%	99%
9-points	7.9%	8.0%	99%	99%
12-points	6.6%	6.7%	97%	98%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	1.4%	1.4%	32%	31%
6-points	1.1%	1.1%	41%	40%
9-points	-0.2%	-0.2%	-14%	-14%
12-points	0.6%	0.6%	39%	39%

[a] Data is voluntary and ceded business combined

[b] Losses are capped at the basic limit of 30/60 and developed to ultimate

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNINSURED MOTORISTS

Property Damage (2)/(3) (3)/(1) x 100

YEAR ENDED	(1) EARNED EXPOSURES	(2) INCURRED LOSSES	(3) INCURRED CLAIMS	(4) CLAIM COST	(5) CLAIM FREQ
12/31/2012	6,396,922	8,936,756	7,246	1,233	0.1133
12/31/2013	6,238,914	9,924,306	7,033	1,411	0.1127
12/31/2014	6,046,751	10,128,492	6,863	1,476	0.1135
12/31/2015	6,100,909	12,185,957	7,786	1,565	0.1276
12/31/2016	6,294,050	14,703,863	9,348	1,573	0.1485
12/31/2017	6,306,632	14,877,008	9,517	1,563	0.1509
12/31/2018	6,409,272	14,749,224	9,816	1,503	0.1532
12/31/2019	6,526,290	15,319,193	9,941	1,541	0.1523
12/31/2020	6,754,508	16,136,927	8,914	1,810	0.1320
12/31/2021	7,018,541	20,454,873	10,160	2,013	0.1448
12/31/2022	7,036,413	23,783,925	10,016	2,375	0.1423
12/31/2023	7,044,752	24,142,588	9,714	2,485	0.1379

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	11.0%	11.8%	98%	98%
6-points	11.1%	11.8%	98%	99%
9-points	6.9%	6.5%	88%	88%
12-points	5.6%	5.5%	89%	91%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	1.1%	1.1%	35%	36%
6-points	-1.9%	-1.8%	-61%	-59%
9-points	-0.1%	-0.1%	-5%	-3%
12-points	2.0%	2.2%	64%	66%

[a] Data is voluntary and ceded business combined

[b] Losses are capped at the basic limit of 25k and developed to ultimate

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NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
DETERMINATION OF AVERAGE ANNUAL CHANGE

UNDERINSURED MOTORISTS

Bodily Injury

				(2)/(3)	(3)/(1) x 100
	(1)	(2)	(3)	(4)	(5)
YEAR ENDED	EARNED EXPOSURES	INCURRED LOSSES	INCURRED CLAIMS	CLAIM COST	CLAIM FREQ
12/31/2012	4,926,951	80,836,813	1,688	47,889	0.0343
12/31/2013	4,839,404	91,334,579	1,786	51,139	0.0369
12/31/2014	4,618,201	79,949,170	1,704	46,919	0.0369
12/31/2015	4,526,521	91,994,184	1,860	49,459	0.0411
12/31/2016	4,850,954	99,189,690	2,177	45,563	0.0449
12/31/2017	4,800,735	103,051,321	2,214	46,545	0.0461
12/31/2018	4,680,826	108,790,945	2,422	44,918	0.0517
12/31/2019	4,817,122	121,132,544	2,496	48,531	0.0518
12/31/2020	4,972,591	116,972,961	2,393	48,881	0.0481
12/31/2021	5,165,657	158,316,061	3,003	52,719	0.0581
12/31/2022	5,178,766	157,025,308	3,044	51,585	0.0588
12/31/2023	5,184,792	182,307,321	3,630	50,222	0.0700

CLAIM COST

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	0.6%	0.6%	22%	23%
6-points	2.3%	2.4%	77%	78%
9-points	1.3%	1.3%	64%	64%
12-points	0.5%	0.5%	38%	38%

FREQUENCY

	Best Fits (for 12 month intervals)		Correlation Coefficients	
	STRAIGHT LINE	EXPONENTIAL	STRAIGHT LINE	EXPONENTIAL
4-points	12.7%	12.0%	96%	96%
6-points	6.6%	6.1%	84%	83%
9-points	6.2%	5.7%	92%	93%
12-points	5.8%	6.0%	96%	97%

[a] Data is voluntary and ceded business combined

[b] Losses are developed to ultimate

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Gross Volume of Gasoline/Gasohol

Source: U. S. Department of Transportation, Federal Highway Administration
Total Gasoline Sales in gallons

		Monthly Gasoline Sales (gallons)	% change from month one year prior	Year Ending Average Monthly Gasoline Sales (gallons)	% change from one year prior
Aug	2020	417,716,286	-6.9%	387,134,776	-8.3%
Sep	2020	387,723,321	-7.4%	384,546,956	-9.1%
Oct	2020	398,934,715	-8.2%	381,579,235	-9.7%
Nov	2020	389,531,317	-5.5%	379,699,873	-10.3%
Dec	2020	387,085,122	-2.3%	378,930,100	-10.4%
Jan	2021	364,953,670	-11.5%	374,965,859	-11.5%
Feb	2021	251,738,953	-33.0%	364,655,293	-14.0%
Mar	2021	415,861,947	26.3%	371,871,794	-10.5%
April	2021	425,337,419	92.1%	388,865,146	-2.0%
May	2021	533,617,685	84.6%	409,244,738	7.5%
####	2021	415,032,446	-24.0%	398,310,251	0.9%
July	2021	437,363,939	11.5%	402,074,735	3.2%
Aug	2021	493,424,421	18.1%	408,383,746	5.5%
Sep	2021	427,475,972	10.3%	411,696,467	7.1%
Oct	2021	426,247,224	6.8%	413,972,510	8.5%
Nov	2021	428,703,348	10.1%	417,236,846	9.9%
Dec	2021	436,377,770	12.7%	421,344,566	11.2%
Jan	2022	374,914,562	2.7%	422,174,641	12.6%
Feb	2022	380,385,365	51.1%	432,895,175	18.7%
Mar	2022	437,333,205	5.2%	434,684,446	16.9%
April	2022	403,339,755	-5.2%	432,851,308	11.3%
May	2022	452,210,356	-15.3%	426,067,364	4.1%
####	2022	428,257,429	3.2%	427,169,446	7.2%
July	2022	430,928,398	-1.5%	426,633,150	6.1%
Aug	2022	450,113,106	-8.8%	423,023,874	3.6%
Sep	2022	436,988,314	2.2%	423,816,569	2.9%
Oct	2022	434,477,851	1.9%	424,502,455	2.5%
Nov	2022	419,531,821	-2.1%	423,738,161	1.6%
Dec	2022	420,603,541	-3.6%	422,423,642	0.3%
Jan	2023	391,496,516	4.4%	423,805,471	0.4%
Feb	2023	387,580,607	1.9%	424,405,075	-2.0%
Mar	2023	463,837,719	6.1%	426,613,784	-1.9%
April	2023	418,678,856	3.8%	427,892,043	-1.1%
May	2023	454,583,828	0.5%	428,089,832	0.5%
####	2023	456,464,517	6.6%	430,440,423	0.8%
July	2023	446,321,123	3.6%	431,723,150	1.2%
Aug	2023	459,244,608	2.0%	432,484,108	2.2%
Sep	2023	424,649,093	-2.8%	431,455,840	1.8%
Oct	2023	446,100,616	2.7%	432,424,404	1.9%
Nov	2023	404,197,234	-3.7%	431,146,522	1.7%
Dec	2023	463,500,938	10.2%	434,721,305	2.9%
Jan	2024	416,321,203	6.3%	436,790,029	3.1%
Feb	2024	398,850,557	2.9%	437,729,191	3.1%
Mar	2024	465,994,947	0.5%	437,908,960	2.6%
April	2024	434,119,923	3.7%	439,195,716	2.6%
May	2024	469,627,354	3.3%	440,449,343	2.9%
####	2024	460,825,194	1.0%	440,812,733	2.4%
July	2024	442,743,373	-0.8%	440,514,587	2.0%

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MILES DRIVEN AND GASOLINE CONSUMPTION - U.S. TOTAL

	Miles Driven (billions of miles)	Year ending Miles Driven (billions of miles)	% Change from Year Prior	Monthly Gasoline Sales (millions of gallons)	Year Ending Average Monthly Gasoline Sales (millions of gallons)	% Change from Year Prior
10/20	266.6	2,957.6	-9.2%	11,260	10,872	-11.1%
11/20	238.3	2,934.2	-9.9%	10,820	10,775	-11.9%
12/20	241.5	2,903.5	-10.9%	10,694	10,674	-12.6%
1/21	225.0	2,867.7	-12.4%	10,478	10,573	-13.5%
2/21	207.2	2,832.2	-13.8%	9,448	10,429	-14.9%
3/21	262.1	2,867.7	-11.5%	11,458	10,518	-13.1%
4/21	252.2	2,952.3	-5.7%	12,040	10,865	-7.4%
5/21	276.6	3,007.9	-1.9%	11,913	11,095	-3.1%
6/21	279.2	3,036.8	0.1%	12,412	11,217	-0.9%
7/21	288.4	3,059.7	1.8%	12,650	11,338	1.5%
8/21	279.6	3,074.2	3.0%	12,493	11,404	3.1%
9/21	270.5	3,087.2	3.8%	12,173	11,487	4.6%
10/21	277.9	3,098.5	4.8%	12,249	11,569	6.4%
11/21	260.4	3,120.6	6.4%	11,816	11,652	8.1%
12/21	261.0	3,140.1	8.1%	11,844	11,748	10.1%
1/22	234.1	3,149.2	9.8%	10,915	11,784	11.5%
2/22	229.3	3,171.3	12.0%	10,552	11,876	13.9%
3/22	269.6	3,178.8	10.8%	11,554	11,884	13.0%
4/22	255.8	3,182.4	7.8%	11,941	11,876	9.3%
5/22	280.2	3,186.0	5.9%	11,967	11,881	7.1%
6/22	274.6	3,181.4	4.8%	11,876	11,836	5.5%
7/22	279.3	3,172.3	3.7%	11,946	11,777	3.9%
8/22	281.6	3,174.3	3.3%	12,305	11,762	3.1%
9/22	273.1	3,176.9	2.9%	11,913	11,740	2.2%
10/22	278.1	3,177.1	2.5%	12,062	11,724	1.3%
11/22	257.0	3,173.7	1.7%	11,725	11,717	0.6%
12/22	256.5	3,169.2	0.9%	11,628	11,699	-0.4%
1/23	248.9	3,184.0	1.1%	11,102	11,714	-0.6%
2/23	235.4	3,190.1	0.6%	10,675	11,725	-1.3%
3/23	273.7	3,194.2	0.5%	11,684	11,735	-1.3%
4/23	258.2	3,196.6	0.4%	11,891	11,731	-1.2%
5/23	289.6	3,206.0	0.6%	12,404	11,768	-1.0%
6/23	285.6	3,217.0	1.1%	12,408	11,812	-0.2%
7/23	289.8	3,227.5	1.7%	12,446	11,854	0.6%
8/23	290.9	3,236.8	2.0%	12,529	11,872	0.9%
9/23	278.0	3,241.7	2.0%	11,911	11,872	1.1%
10/23	284.0	3,247.6	2.2%	12,132	11,878	1.3%
11/23	265.1	3,255.7	2.6%	11,702	11,876	1.4%
12/23	263.6	3,262.8	3.0%	11,715	11,883	1.6%
1/24	247.0	3,260.9	2.4%	11,170	11,889	1.5%
2/24	240.2	3,265.7	2.4%	10,770	11,897	1.5%
3/24	275.5	3,267.5	2.3%	11,691	11,897	1.4%
4/24	263.9	3,273.2	2.4%	11,947	11,902	1.5%
5/24	293.5	3,277.1	2.2%	12,417	11,903	1.2%
6/24	284.5	3,276.0	1.8%	12,203	11,886	0.6%
7/24	293.4	3,279.6	1.6%			
8/24	294.2	3,282.9	1.4%			
9/24	277.8	3,282.7	1.3%			

Source: U. S. Department of Transportation, Federal Highway Administration

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NORTH CAROLINA
PERSONAL AUTO INSURANCE

RETAIL PRICES OF MOTOR FUEL*

Date	Regular Gasoline	Midgrade Gasoline	Premium Gasoline
Jan-21	2.203	2.539	2.845
Feb-21	2.375	2.718	3.020
Mar-21	2.670	3.005	3.309
Apr-21	2.688	3.030	3.336
May-21	2.810	3.160	3.460
Jun-21	2.871	3.228	3.536
Jul-21	2.918	3.274	3.580
Aug-21	2.926	3.284	3.598
Sep-21	2.965	3.323	3.638
Oct-21	3.106	3.468	3.781
Nov-21	3.228	3.595	3.905
Dec-21	3.127	3.503	3.823
Jan-22	3.120	3.490	3.813
Feb-22	3.372	3.736	4.043
Mar-22	4.052	4.419	4.743
Apr-22	3.876	4.249	4.585
May-22	4.182	4.542	4.867
Jun-22	4.588	4.972	5.298
Jul-22	4.193	4.605	4.957
Aug-22	3.610	4.029	4.378
Sep-22	3.334	3.741	4.086
Oct-22	3.280	3.678	4.013
Nov-22	3.296	3.697	4.037
Dec-22	2.954	3.374	3.724
Jan-23	3.201	3.597	3.931
Feb-23	3.227	3.632	3.966
Mar-23	3.221	3.618	3.945
Apr-23	3.436	3.826	4.158
May-23	3.322	3.730	4.068
Jun-23	3.290	3.692	4.020
Jul-23	3.349	3.758	4.086
Aug-23	3.622	4.028	4.363
Sep-23	3.502	3.914	4.256
Oct-23	3.224	3.656	4.016
Nov-23	2.980	3.423	3.778
Dec-23	2.974	3.415	3.769
Jan-24	2.958	3.406	3.758
Feb-24	3.112	3.547	3.900
Mar-24	3.283	3.707	4.055
Apr-24	3.394	3.815	4.165
May-24	3.389	3.819	4.171
Jun-24	3.265	3.707	4.066
Jul-24	3.331	3.764	4.116
Aug-24	3.214	3.658	4.018
Sep-24	3.019	3.475	3.848

* Data shown is for the LOWER ATLANTIC REGION
Source: U.S. Energy Information Administration, Conventional Areas

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					821,124,171
2011				822,867,717	821,035,146
2012			828,252,158	829,183,979	829,247,603
2013		810,001,710	823,606,963	830,776,045	831,041,201
2014	766,619,149	824,010,768	843,963,491	854,080,792	855,347,231
2015	810,170,619	893,472,461	927,185,682	934,047,917	934,963,613
2016	873,185,589	964,085,454	994,763,384	1,002,831,167	1,008,257,409
2017	842,233,368	937,896,036	967,659,782	982,160,685	981,787,672
2018	826,188,078	935,767,785	962,247,919	978,942,890	981,170,809
2019	869,981,940	973,248,942	1,020,570,659	1,029,334,621	1,046,043,724
2020	730,163,406	848,824,468	890,288,510	913,733,496	
2021	833,604,115	985,770,726	1,041,991,903		
2022	785,849,783	941,770,132			
2023	885,836,215				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.998
2012			1.001	1.000
2013		1.017	1.009	1.000
2014	1.075	1.024	1.012	1.001
2015	1.103	1.038	1.007	1.001
2016	1.104	1.032	1.008	1.005
2017	1.114	1.032	1.015	1.000
2018	1.133	1.028	1.017	1.002
2019	1.119	1.049	1.009	1.016
2020	1.163	1.049	1.026	
2021	1.183	1.057		
2022	1.198			
Five Year Average	1.159	1.043	1.015	1.005
Three Year Average	1.181	1.052	1.017	1.006

	Five Year	Three Year
39 to 63 months:	1.020	1.023
27 to 63 months:	1.064	1.076
15 to 63 months:	1.233	1.271

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					631,388,802
2011				641,067,759	642,042,165
2012			678,278,339	679,160,845	679,064,830
2013		717,673,256	720,693,872	721,060,440	721,050,475
2014	750,059,297	771,956,718	774,338,590	775,090,826	774,804,431
2015	835,697,530	867,811,745	870,763,151	871,849,406	870,047,809
2016	917,595,695	956,268,680	960,603,932	959,609,415	961,913,022
2017	946,840,760	981,256,188	982,879,581	987,090,195	986,913,114
2018	971,332,877	1,015,730,687	1,024,431,568	1,025,208,839	1,025,471,985
2019	1,056,933,540	1,102,619,639	1,107,497,656	1,108,784,888	1,111,905,444
2020	854,435,966	892,243,942	889,995,523	902,944,671	
2021	1,076,646,254	1,169,250,578	1,189,975,606		
2022	1,169,157,457	1,240,840,383			
2023	1,274,190,143				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.002
2012			1.001	1.000
2013		1.004	1.001	1.000
2014	1.029	1.003	1.001	1.000
2015	1.038	1.003	1.001	0.998
2016	1.042	1.005	0.999	1.002
2017	1.036	1.002	1.004	1.000
2018	1.046	1.009	1.001	1.000
2019	1.043	1.004	1.001	1.003
2020	1.044	0.997	1.015	
2021	1.086	1.018		
2022	1.061			
Five Year Average	1.056	1.006	1.004	1.001
Three Year Average	1.064	1.006	1.006	1.001

	Five Year	Three Year
39 to 63 months:	1.005	1.007
27 to 63 months:	1.011	1.013
15 to 63 months:	1.068	1.078

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Medical Payments Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					99,286,154
2011				97,814,666	98,115,360
2012			98,306,929	98,910,915	98,689,925
2013		95,842,790	97,860,162	97,858,080	98,046,357
2014	90,997,474	95,512,681	96,851,396	97,650,027	97,727,825
2015	95,948,353	100,420,856	102,971,324	103,648,834	103,718,138
2016	102,264,187	106,966,826	108,894,516	109,495,909	109,672,412
2017	99,064,485	102,156,647	103,650,319	104,529,756	104,591,730
2018	93,139,589	96,990,413	98,599,118	99,556,349	99,614,224
2019	92,638,083	96,370,579	98,332,014	98,784,049	99,152,434
2020	73,159,118	75,639,922	76,182,382	77,507,259	
2021	77,775,783	80,442,308	81,963,307		
2022	65,223,909	66,065,771			
2023	70,430,216				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.003
2012			1.006	0.998
2013		1.021	1.000	1.002
2014	1.050	1.014	1.008	1.001
2015	1.047	1.025	1.007	1.001
2016	1.046	1.018	1.006	1.002
2017	1.031	1.015	1.008	1.001
2018	1.041	1.017	1.010	1.001
2019	1.040	1.020	1.005	1.004
2020	1.034	1.007	1.017	
2021	1.034	1.019		
2022	1.013			
Five Year Average	1.032	1.016	1.009	1.002
Three Year Average	1.027	1.015	1.011	1.002

	Five Year	Three Year
39 to 63 months:	1.011	1.013
27 to 63 months:	1.027	1.028
15 to 63 months:	1.060	1.056

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Bodily Injury Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					677,391,262
2011				679,413,783	679,001,826
2012			681,148,421	682,100,471	683,645,062
2013		675,365,278	679,850,899	688,465,873	686,687,252
2014	654,759,462	685,511,442	699,316,996	703,227,016	707,826,806
2015	696,388,761	744,161,515	764,655,824	767,752,936	768,941,328
2016	746,254,527	803,385,854	820,194,385	823,929,639	827,312,520
2017	720,842,437	779,117,099	794,316,931	803,129,554	805,729,596
2018	703,666,187	773,432,181	790,078,522	802,226,196	803,223,831
2019	738,594,513	806,534,395	832,567,186	835,110,265	847,054,246
2020	615,036,523	691,351,492	714,587,402	727,625,939	
2021	697,214,027	801,548,607	833,228,573		
2022	660,148,374	758,796,576			
2023	741,657,280				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				0.999
2012			1.001	1.002
2013		1.007	1.013	0.997
2014	1.047	1.020	1.006	1.007
2015	1.069	1.028	1.004	1.002
2016	1.077	1.021	1.005	1.004
2017	1.081	1.020	1.011	1.003
2018	1.099	1.022	1.015	1.001
2019	1.092	1.032	1.003	1.014
2020	1.124	1.034	1.018	
2021	1.150	1.040		
2022	1.149			
Five Year Average	1.123	1.030	1.010	1.005
Three Year Average	1.141	1.035	1.012	1.006

	Five Year	Three Year
39 to 63 months:	1.015	1.018
27 to 63 months:	1.045	1.054
15 to 63 months:	1.174	1.203

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Property Damage Basic Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2010					626,732,185
2011				636,104,411	636,935,467
2012			672,154,949	672,672,573	672,828,719
2013		711,283,573	713,953,296	714,435,768	714,454,874
2014	742,337,687	763,487,631	765,503,500	766,476,520	766,429,387
2015	825,271,105	856,359,697	859,583,993	860,538,054	858,733,663
2016	905,529,154	943,611,862	947,762,013	946,401,199	948,761,500
2017	933,429,513	966,862,089	968,399,526	972,189,159	972,084,969
2018	956,716,106	999,951,129	1,008,146,264	1,008,799,481	1,009,298,057
2019	1,040,291,321	1,084,323,589	1,088,961,743	1,089,951,441	1,092,650,825
2020	838,824,118	875,911,198	873,044,072	885,041,591	
2021	1,050,868,528	1,137,371,610	1,156,794,475		
2022	1,128,004,103	1,195,298,193			
2023	1,232,144,825				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2011				1.001
2012			1.001	1.000
2013		1.004	1.001	1.000
2014	1.028	1.003	1.001	1.000
2015	1.038	1.004	1.001	0.998
2016	1.042	1.004	0.999	1.002
2017	1.036	1.002	1.004	1.000
2018	1.045	1.008	1.001	1.000
2019	1.042	1.004	1.001	1.002
2020	1.044	0.997	1.014	
2021	1.082	1.017		
2022	1.060			
Five Year Average	1.055	1.006	1.004	1.000
Three Year Average	1.062	1.006	1.005	1.001

	Five Year	Three Year
39 to 63 months:	1.004	1.006
27 to 63 months:	1.010	1.012
15 to 63 months:	1.066	1.075

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			43,130,211	42,949,643	42,838,388
2013		42,529,675	42,790,601	44,064,436	42,856,707
2014	37,440,221	39,852,172	41,440,067	41,057,268	40,880,373
2015	43,114,850	49,545,130	49,788,808	50,449,098	50,503,115
2016	50,187,250	54,598,670	55,357,415	55,682,449	55,696,555
2017	59,216,888	62,694,056	64,088,447	65,295,983	66,172,063
2018	69,066,743	76,147,813	77,570,356	78,394,061	78,109,250
2019	73,801,336	83,676,464	87,960,698	88,162,551	88,765,697
2020	77,845,285	92,894,854	96,453,325	98,577,903	
2021	95,748,158	113,556,001	116,122,035		
2022	84,756,403	99,641,163			
2023	103,212,584				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.996	0.997
2013		1.006	1.030	0.973
2014	1.064	1.040	0.991	0.996
2015	1.149	1.005	1.013	1.001
2016	1.088	1.014	1.006	1.000
2017	1.059	1.022	1.019	1.013
2018	1.103	1.019	1.011	0.996
2019	1.134	1.051	1.002	1.007
2020	1.193	1.038	1.022	
2021	1.186	1.023		
2022	1.176			
Five Year Average	1.158	1.031	1.012	1.003
Three Year Average	1.185	1.037	1.012	1.005

	Five Year	Three Year
39 to 63 months:	1.015	1.017
27 to 63 months:	1.046	1.055
15 to 63 months:	1.211	1.250

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Underinsured Motorists Bodily Injury Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			70,101,556	75,074,826	74,933,697
2013		65,916,109	77,927,626	80,971,235	79,597,833
2014	43,693,017	61,021,239	68,443,875	73,531,964	72,293,014
2015	49,509,530	67,578,350	78,698,144	85,580,844	85,083,473
2016	53,314,671	72,657,073	84,270,802	90,022,478	91,902,232
2017	51,881,053	78,772,635	91,623,289	97,933,289	98,697,727
2018	53,460,556	80,831,454	96,388,534	104,044,660	104,134,213
2019	60,670,672	91,472,702	108,759,255	116,729,140	119,860,736
2020	61,737,275	90,291,532	105,374,933	114,635,287	
2021	79,519,235	120,860,681	142,384,787		
2022	75,494,436	114,075,617			
2023	87,152,384				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.071	0.998
2013		1.182	1.039	0.983
2014	1.397	1.122	1.074	0.983
2015	1.365	1.165	1.087	0.994
2016	1.363	1.160	1.068	1.021
2017	1.518	1.163	1.069	1.008
2018	1.512	1.192	1.079	1.001
2019	1.508	1.189	1.073	1.027
2020	1.463	1.167	1.088	
2021	1.520	1.178		
2022	1.511			
Five Year Average	1.503	1.178	1.075	1.010
Three Year Average	1.498	1.178	1.080	1.012

	Five Year	Three Year
39 to 63 months:	1.086	1.093
27 to 63 months:	1.279	1.288
15 to 63 months:	1.922	1.929

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Total Limits Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,710,242	8,745,025	8,529,582
2013		9,388,283	9,233,329	9,131,699	9,075,803
2014	10,165,600	9,893,426	9,686,580	9,504,738	9,431,891
2015	12,671,513	12,313,034	12,017,963	11,908,159	11,719,982
2016	14,773,364	14,167,281	13,857,930	13,645,626	13,530,714
2017	17,220,241	16,486,598	16,158,992	16,022,862	15,941,974
2018	18,815,996	17,983,729	17,660,074	17,621,975	17,555,351
2019	19,300,960	18,492,177	18,219,102	18,119,145	18,040,247
2020	18,802,044	18,053,579	17,737,511	17,779,617	
2021	23,664,792	23,699,870	23,751,646		
2022	26,543,174	25,745,607			
2023	29,382,616				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			1.004	0.975
2013		0.983	0.989	0.994
2014	0.973	0.979	0.981	0.992
2015	0.972	0.976	0.991	0.984
2016	0.959	0.978	0.985	0.992
2017	0.957	0.980	0.992	0.995
2018	0.956	0.982	0.998	0.996
2019	0.958	0.985	0.995	0.996
2020	0.960	0.982	1.002	
2021	1.001	1.002		
2022	0.970			
Five Year Average	0.969	0.986	0.994	0.993
Three Year Average	0.977	0.990	0.998	0.996

	Five Year	Three Year
39 to 63 months:	0.987	0.994
27 to 63 months:	0.973	0.984
15 to 63 months:	0.943	0.961

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Bodily Injury Basic Limits(a) Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			34,551,106	34,514,725	34,418,519
2013		33,275,890	32,971,225	33,695,834	33,010,126
2014	30,948,844	31,151,202	32,217,243	31,814,626	31,952,970
2015	35,450,475	38,170,333	38,376,371	38,649,936	38,378,145
2016	42,059,845	43,766,184	43,967,090	43,951,039	44,115,901
2017	47,442,452	49,486,229	50,078,212	50,745,820	51,135,071
2018	57,280,925	62,237,497	62,785,947	63,785,126	63,437,660
2019	60,165,424	66,941,149	68,792,739	69,745,529	69,318,701
2020	62,944,831	72,992,872	73,926,233	74,750,764	
2021	76,753,334	88,285,129	89,994,050		
2022	71,237,744	80,366,984			
2023	85,242,941				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.999	0.997
2013		0.991	1.022	0.980
2014	1.007	1.034	0.988	1.004
2015	1.077	1.005	1.007	0.993
2016	1.041	1.005	1.000	1.004
2017	1.043	1.012	1.013	1.008
2018	1.087	1.009	1.016	0.995
2019	1.113	1.028	1.014	0.994
2020	1.160	1.013	1.011	
2021	1.150	1.019		
2022	1.128			
Five Year Average	1.128	1.016	1.011	0.999
Three Year Average	1.146	1.020	1.014	0.999

	Five Year	Three Year
39 to 63 months:	1.010	1.013
27 to 63 months:	1.026	1.033
15 to 63 months:	1.157	1.184

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT

All Carriers — Voluntary and Ceded Combined

Uninsured Motorists Property Damage Basic Limits(a) Incurred Losses as of

Accident Year	15 Months	27 Months	39 Months	51 Months	63 Months
2012			8,390,011	8,324,069	8,209,351
2013		9,367,736	9,219,627	9,117,997	9,062,101
2014	10,267,177	9,861,175	9,620,272	9,433,861	9,361,014
2015	12,557,032	12,111,090	11,826,946	11,709,690	11,559,456
2016	14,713,589	14,112,082	13,802,573	13,590,269	13,475,357
2017	17,081,106	16,363,322	16,068,232	15,932,318	15,851,430
2018	18,687,124	17,870,446	17,546,791	17,503,335	17,436,711
2019	19,218,105	18,448,025	18,179,435	18,081,316	18,004,592
2020	18,599,736	17,921,444	17,600,101	17,647,721	
2021	23,222,457	23,317,184	23,336,212		
2022	26,125,643	25,182,860			
2023	28,986,486				

Loss Development Factors

Accident Year	15-27 Mo.	27-39 Mo.	39-51 Mo.	51-63 Mo.
2012			0.992	0.986
2013		0.984	0.989	0.994
2014	0.960	0.976	0.981	0.992
2015	0.964	0.977	0.990	0.987
2016	0.959	0.978	0.985	0.992
2017	0.958	0.982	0.992	0.995
2018	0.956	0.982	0.998	0.996
2019	0.960	0.985	0.995	0.996
2020	0.964	0.982	1.003	
2021	1.004	1.001		
2022	0.964			
Five Year Average	0.970	0.986	0.995	0.993
Three Year Average	0.977	0.989	0.999	0.996

	Five Year	Three Year
39 to 63 months:	0.988	0.995
27 to 63 months:	0.974	0.984
15 to 63 months:	0.945	0.961

Losses exclude unallocated loss adjustment expense.

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT BEYOND 63 MONTHS

Voluntary and Ceded Combined - ISO only

BI B/L

	75:63	87:75
201212	0.999	0.999
201312	1.000	1.000
201412	1.001	1.001
201512	1.000	1.000
201612	1.001	1.000
201712	1.000	1.001
201812	1.001	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.000	1.000	1.000
5yr avg	1.000	1.001	1.001
all avg	1.000	1.000	1.000

BI T/L

	75:63	87:75
201212	0.999	1.000
201312	1.000	1.000
201412	1.000	1.000
201512	1.000	1.000
201612	1.000	0.998
201712	1.000	1.001
201812	1.000	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.000	1.000	1.000
5yr avg	1.000	1.000	1.000
all avg	1.000	1.000	1.000

PD B/L

	75:63	87:75
201212	1.000	1.000
201312	1.000	1.000
201412	1.000	1.001
201512	1.002	1.000
201612	1.000	1.000
201712	1.000	1.000
201812	1.000	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.000	1.000	1.000
5yr avg	1.000	1.000	1.000
all avg	1.000	1.000	1.000

PD T/L

	75:63	87:75
201212	1.000	1.000
201312	1.000	1.000
201412	1.000	1.001
201512	1.002	1.000
201612	1.000	1.000
201712	1.000	1.000
201812	1.000	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.000	1.000	1.000
5yr avg	1.000	1.000	1.000
all avg	1.000	1.000	1.000

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT BEYOND 63 MONTHS

Voluntary and Ceded Combined - ISO only

MP T/L

	75:63	87:75
201212	1.000	1.000
201312	1.000	1.000
201412	1.001	1.000
201512	1.000	1.000
201612	1.000	1.000
201712	1.001	1.000
201812	1.001	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.001	1.000	1.001
5yr avg	1.001	1.000	1.001
all avg	1.000	1.000	1.000

UMBI B/L

	75:63	87:75
201212	1.002	0.995
201312	1.002	0.999
201412	0.996	0.999
201512	1.002	1.001
201612	1.001	0.996
201712	0.997	0.999
201812	1.004	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.001	0.998	0.999
5yr avg	1.000	0.999	0.999
all avg	1.000	0.998	0.998

UMBI T/L

	75:63	87:75
201212	1.002	0.993
201312	0.999	0.998
201412	0.987	0.998
201512	1.009	1.000
201612	1.004	0.998
201712	0.997	0.998
201812	1.024	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.008	0.998	1.006
5yr avg	1.004	0.999	1.003
all avg	1.003	0.998	1.001

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NORTH CAROLINA
AUTOMOBILE LIABILITY INSURANCE - PRIVATE PASSENGER CARS
LOSS DEVELOPMENT BEYOND 63 MONTHS

Voluntary and Ceded Combined - ISO only

UMPD B/L

	75:63	87:75
201212	0.994	0.996
201312	0.997	0.997
201412	0.990	0.996
201512	0.993	0.997
201612	0.990	0.992
201712	0.993	0.994
201812	0.995	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	0.993	0.993	0.986
5yr avg	0.992	0.995	0.987
all avg	0.993	0.995	0.988

UMPD T/L

	75:63	87:75
201212	0.994	0.996
201312	0.997	0.997
201412	0.989	0.996
201512	0.993	0.997
201612	0.990	0.992
201712	0.993	0.994
201812	0.995	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	0.993	0.993	0.986
5yr avg	0.992	0.995	0.987
all avg	0.993	0.995	0.988

UIMBI T/L

	75:63	87:75
201212	1.001	0.996
201312	0.992	1.001
201412	0.994	1.000
201512	0.997	1.002
201612	0.995	1.004
201712	1.003	0.996
201812	1.009	
201912		
202012		
202112		
202212		

	75:63	87:75	87:63
3yr avg	1.002	1.000	1.002
5yr avg	1.000	1.001	1.001
all avg	0.999	1.000	0.999

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NORTH CAROLINA
PRIVATE PASSENGER
VOLUNTARY/STANDARD BUSINESS
LIABILITY AND PHYSICAL DAMAGE

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	3,227,099	3,190,072	2,265,611	0.710	0.088	0.094
2015	3,365,144	3,313,930	2,426,462	0.732	0.087	0.096
2016	3,591,403	3,521,896	2,688,149	0.763	0.082	0.095
2017	3,812,430	3,721,743	2,850,704	0.766	0.085	0.091
2018	4,076,820	4,018,554	3,002,333	0.747	0.081	0.091
2019	4,152,224	4,186,402	3,217,988	0.769	0.082	0.093
2020	4,285,046	4,245,217	2,746,147	0.647	0.082	0.099
2021	4,550,646	4,488,798	3,278,826	0.730	0.076	0.094
2022	4,880,334	4,739,344	3,899,091	0.823	0.074	0.087
2023	5,183,968	5,066,898	4,320,574	0.853	0.073	0.074

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.066	0.020	0.006	0.274	0.984	0.016
2015	0.066	0.022	0.006	0.277	1.009	-0.009
2016	0.062	0.023	0.005	0.267	1.030	-0.030
2017	0.057	0.023	0.005	0.261	1.027	-0.027
2018	0.061	0.022	0.005	0.260	1.007	-0.007
2019	0.065	0.022	0.008	0.270	1.039	-0.039
2020	0.073	0.022	0.034	0.310	0.957	0.043
2021	0.069	0.023	0.006	0.268	0.998	0.002
2022	0.062	0.024	0.005	0.252	1.075	-0.075
2023	0.060	0.024	0.004	0.235	1.088	-0.088

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS. FOR LIABILITY COMMISSIONS, THE VOLUNTARY PORTION OF THE RATIO IS DETERMINED USING THE VOLUNTARY/CEDED PREMIUM DISTRIBUTION AND AN ASSUMED 10.0% CEDED RATIO TO WRITTEN PREMIUMS.
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

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NORTH CAROLINA
PRIVATE PASSENGER
VOLUNTARY BUSINESS
LIABILITY

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	1,873,044	1,860,027	1,335,339	0.718	0.086	0.096
2015	1,893,755	1,879,453	1,431,433	0.762	0.086	0.098
2016	1,973,433	1,951,003	1,492,242	0.765	0.080	0.097
2017	2,102,455	2,039,836	1,732,462	0.849	0.084	0.094
2018	2,286,899	2,254,176	1,697,969	0.753	0.080	0.094
2019	2,326,662	2,373,436	1,885,672	0.794	0.079	0.096
2020	2,450,845	2,431,778	1,584,547	0.652	0.082	0.102
2021	2,529,670	2,514,453	1,821,208	0.724	0.075	0.098
2022	2,706,095	2,641,030	2,137,491	0.809	0.071	0.091
2023	2,742,892	2,728,092	2,474,570	0.907	0.068	0.078

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.071	0.020	0.006	0.279	0.997	0.003
2015	0.071	0.022	0.006	0.283	1.045	-0.045
2016	0.070	0.023	0.005	0.275	1.040	-0.040
2017	0.063	0.023	0.005	0.269	1.118	-0.118
2018	0.066	0.022	0.005	0.267	1.020	-0.020
2019	0.071	0.022	0.008	0.276	1.070	-0.070
2020	0.077	0.022	0.030	0.313	0.965	0.035
2021	0.074	0.023	0.005	0.275	0.999	0.001
2022	0.065	0.024	0.005	0.256	1.065	-0.065
2023	0.065	0.024	0.004	0.239	1.146	-0.146

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS. FOR LIABILITY COMMISSIONS, THE VOLUNTARY PORTION OF THE RATIO IS DETERMINED USING THE VOLUNTARY/CEDED PREMIUM DISTRIBUTION AND AN ASSUMED 10.0% CEDED RATIO TO WRITTEN PREMIUMS.
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

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NORTH CAROLINA
PRIVATE PASSENGER
STANDARD BUSINESS
PHYSICAL DAMAGE

YEAR	WRITTEN PREMIUMS	EARNED PREMIUMS	LOSS AND LAE	LOSS AND LAE RATIO	COMMISSION % *	OTHER ACQ. %
2014	1,354,055	1,330,045	930,272	0.699	0.090	0.092
2015	1,471,389	1,434,477	995,029	0.694	0.089	0.093
2016	1,617,970	1,570,893	1,195,907	0.761	0.085	0.092
2017	1,709,975	1,681,907	1,118,242	0.665	0.086	0.087
2018	1,789,921	1,764,378	1,304,364	0.739	0.083	0.088
2019	1,825,562	1,812,966	1,332,316	0.735	0.085	0.089
2020	1,834,201	1,813,439	1,161,600	0.641	0.082	0.095
2021	2,020,976	1,974,345	1,457,618	0.738	0.078	0.089
2022	2,174,239	2,098,314	1,761,600	0.840	0.078	0.083
2023	2,441,076	2,338,806	1,846,004	0.789	0.079	0.069

YEAR	GEN EXP %	TAXES % *	DIVIDENDS %	EXPENSE RATIO	COMBINED RATIO **	PROFIT (OR LOSS)
2014	0.059	0.020	0.006	0.267	0.966	0.034
2015	0.060	0.023	0.006	0.271	0.965	0.035
2016	0.052	0.024	0.005	0.258	1.019	-0.019
2017	0.049	0.023	0.006	0.251	0.916	0.084
2018	0.054	0.022	0.006	0.253	0.992	0.008
2019	0.058	0.023	0.009	0.264	0.999	0.001
2020	0.067	0.023	0.039	0.306	0.947	0.053
2021	0.062	0.023	0.007	0.259	0.997	0.003
2022	0.058	0.023	0.006	0.248	1.088	-0.088
2023	0.055	0.024	0.005	0.232	1.021	-0.021

ALL PREMIUM AND LOSS FIGURES ARE IN THOUSANDS.

* COMMISSIONS AND TAXES ARE RATIOS TO WRITTEN PREMIUMS
** COMBINED RATIO IS THE SUM OF LOSS AND LAE RATIO AND EXPENSE RATIO

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North Carolina Net Deviations

AUTO LIABILITY

Voluntary Business

Year	(1) Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Anticipated Premium (1) x (2)	(4) Amount of Deviation (3) - (1)
2018	2,522,214,285	-21.25%	1,986,243,749	(535,970,536)
2019	2,405,907,198	-22.74%	1,858,803,901	(547,103,297)
2020	2,754,663,372	-27.12%	2,007,598,666	(747,064,706)
2021	3,086,587,505	-27.60%	2,234,689,354	(851,898,151)
2022	3,100,437,632	-24.29%	2,347,341,331	(753,096,301)
2023	2,814,339,866	-21.50%	2,209,256,795	(605,083,071)

Ceded Business

Year	(5) O/T Clean Ceded Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) O/T Clean Ceded Anticipated Premium (5) x (6)	(8) O/T Clean Ceded Amount of Deviation (7) - (5)	(9) Clean Risk Ceded Premium at Rate Bureau Rates	(10) Clean Risk Ceded Anticipated Premium = Col (9)	(11) Clean Risk Ceded Amount of Deviation (10) - (9)
2018	255,608,621	37.56%	351,615,219	96,006,598	499,639,639	499,639,639	0
2019	225,691,688	37.65%	310,664,609	84,972,921	433,365,902	433,365,902	0
2020	246,543,493	15.71%	285,275,476	38,731,983	470,698,538	470,698,538	0
2021	281,973,922	20.79%	340,596,300	58,622,378	491,191,045	491,191,045	0
2022	295,802,427	30.32%	385,489,723	89,687,296	508,131,737	508,131,737	0
2023	279,074,578	44.25%	402,565,079	123,490,501	587,376,880	587,376,880	0

All Liability Business

Year	(12) Total Premium at Rate Bureau Rates (1) + (5) + (9)	(13) Total Anticipated Premium (3) + (7) + (10)	(14) Amount of Deviation (13) - (12)	(15) Clean Risk Recoupment Factor	(16) Recoupment Amount [((1)+(7)+(9)) x (15)]	(17) Overall Pct. Deviation ((14)+(16)) / (12)
2018	3,277,462,545	2,837,498,607	(439,963,938)	6.27%	211,516,515	-6.97%
2019	3,064,964,788	2,602,834,412	(462,130,376)	6.75%	212,620,795	-8.14%
2020	3,471,905,403	2,763,572,680	(708,332,723)	4.63%	162,542,511	-15.72%
2021	3,859,752,472	3,066,476,699	(793,275,773)	6.12%	239,804,541	-14.34%
2022	3,904,371,796	3,240,962,791	(663,409,005)	7.67%	306,344,332	-9.15%
2023	3,680,791,324	3,199,198,754	(481,592,570)	9.45%	359,504,632	-3.32%
					6 year average:	-9.61%
					2018-2019, 2021-2023 average:	-8.38%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

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North Carolina Net Deviations

AUTO PHYSICAL DAMAGE

Year	(1) Std Phy Dam Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Std Phy Dam Anticipated Premium (1) x (2)	(4) Std Phy Dam Amount of Deviation (3) - (1)
2018	2,514,981,788	-27.30%	1,828,391,760	(686,590,028)
2019	2,384,328,980	-30.09%	1,666,884,390	(717,444,590)
2020	2,447,124,839	-29.48%	1,725,712,436	(721,412,403)
2021	2,769,854,546	-30.05%	1,937,513,255	(832,341,291)
2022	2,868,385,331	-28.14%	2,061,221,699	(807,163,632)
2023	2,801,678,687	-24.63%	2,111,625,226	(690,053,461)

Year	(5) Non-Std Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) Non-Std Phy Dam Anticipated Premium (5) x (6)	(8) Non-Std Phy Dam Amount of Deviation (7) - (5)
2018	426,946,005	48.48%	633,929,428	206,983,423
2019	381,078,041	49.80%	570,854,905	189,776,864
2020	460,015,940	47.40%	678,063,496	218,047,556
2021	523,178,363	43.64%	751,493,401	228,315,038
2022	671,806,539	54.25%	1,036,261,586	364,455,047
2023	813,294,277	60.48%	1,305,174,656	491,880,379

Year	(9) Total Phy Dam Premium at Rate Bureau Rates (1) + (5)	(10) Total Anticipated Premium (3) + (7)	(11) Amount of Deviation (10) - (9)	(12) Overall Pct. Deviation (11) / (9)
2018	2,941,927,793	2,462,321,188	(479,606,605)	-16.30%
2019	2,765,407,021	2,237,739,295	(527,667,726)	-19.08%
2020	2,907,140,779	2,403,775,932	(503,364,847)	-17.31%
2021	3,293,032,909	2,689,006,656	(604,026,253)	-18.34%
2022	3,540,191,870	3,097,483,285	(442,708,585)	-12.51%
2023	3,614,972,964	3,416,799,882	(198,173,082)	-5.48%
			6 year average:	-14.84%
			2018-2019, 2021-2023 average:	-14.34%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

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North Carolina Dividends

LIABILITY

Year	Vol + Ced Manual Earned Prem.	Amount of Dividend	Dividend as % of Vol+Ced Manual Earned Prem.
2018	3,816,993,117	11,815,554	0.31%
2019	3,934,856,692	18,559,790	0.47%
2020	4,256,663,342	73,239,681	1.72%
2021	4,462,986,924	13,788,423	0.31%
2022	4,511,336,685	12,195,660	0.27%
2023	4,630,797,648	11,752,621	0.25%
		6 year average:	0.56%
		excl 2020:	0.32%
		Selected:	

PHYSICAL DAMAGE

Year	Standard Manual Earned Prem.	Non-Standard Manual Earned Prem.	Amount of Dividend	Dividend as % of Manual Earned Prem.*
2018	2,412,969,095	736,769,450	11,422,852	0.36%
2019	2,584,017,845	765,853,691	16,609,272	0.50%
2020	2,575,026,146	846,499,432	71,116,310	2.08%
2021	2,821,726,970	889,518,443	13,420,967	0.36%
2022	2,938,325,136	942,433,505	12,217,938	0.31%
2023	3,124,123,957	995,192,687	11,351,656	0.28%
			6 year average:	0.65%
			excl 2020:	0.36%
			Selected:	

* Manual Earned Premium Includes Standard and Non-Standard business.

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NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

Calendar Years

	2019	2020	2021	2022	2023	average	average excluding 2020
Liability (a)							
Commission & Brokerage	8.5	8.7	8.2	7.9	7.8	8.2	8.1
Other Acquisition	9.6	10.2	9.8	9.1	7.8	9.3	9.1
General Expenses	7.1	7.7	7.4	6.5	6.5	7.0	6.9
Taxes	2.2	2.2	2.3	2.4	2.4	2.3	2.3
ULAE (BI)	12.3	14.4	11.1	10.4	9.4	11.5	10.8
ULAE (PD)	11.5	13.8	11.8	11.1	9.6	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.
ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excluding 2020
Commission & Brokerage	7.0	6.9	6.5	6.4	6.6	6.7	6.6
Other Acquisition	8.0	8.1	7.6	7.3	6.5	7.5	7.4
General Expenses	5.9	6.1	5.8	5.2	5.5	5.7	5.6
Taxes	1.8	1.8	1.8	1.9	2.0	1.9	1.9

C&B, OA, GE, and Taxes are ratios to **manual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Standard Physical Damage							
Commission & Brokerage	8.5	8.2	7.8	7.8	7.9	8.0	8.0
Other Acquisition	8.9	9.5	8.9	8.3	6.9	8.5	8.3
General Expenses	5.8	6.7	6.2	5.8	5.5	6.0	5.8
Taxes	2.3	2.3	2.3	2.3	2.4	2.3	2.3
Loss Adjustment Expenses (b)	11.9	13.9	11.3	10.9	9.8	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.
LAE are ratios to Incurred Losses.

	2019	2020	2021	2022	2023	average	average excluding 2020
Commission & Brokerage	5.9	5.8	5.5	5.6	5.9	5.7	5.7
Other Acquisition	6.2	6.7	6.2	5.9	5.2	6.0	5.9
General Expenses	4.0	4.7	4.3	4.1	4.1	4.2	4.1
Taxes	1.6	1.6	1.6	1.7	1.8	1.7	1.7

C&B, OA, GE, and Taxes are ratios to **manual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Consent to Rate Physical Damage							
Commission & Brokerage	7.9	8.3	7.9	7.6	7.9	7.9	7.8
Other Acquisition	8.0	8.7	8.4	7.5	5.7	7.7	7.4
General Expenses	7.4	8.1	7.4	6.2	6.1	7.0	6.8
Taxes	2.1	2.1	2.4	2.2	2.5	2.3	2.3

C&B, OA, GE, and Taxes are ratios to **actual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Commission & Brokerage	11.9	12.3	11.4	11.7	12.6	12.0	11.9
Other Acquisition	12.1	12.8	12.3	11.4	8.9	11.5	11.2
General Expenses	11.0	11.9	10.7	9.4	9.6	10.5	10.2
Taxes	3.1	3.1	3.4	3.3	4.1	3.4	3.5

C&B, OA, GE, and Taxes are ratios to **manual** premium.

(a) Voluntary and Ceded business combined.
(b) Standard and Consent to Rate business combined.

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Trend Selections

to be selected by Auto Committee 12/11/2024

	HISTORICAL		*PROSPECTIVE*		
	Cost	Freq	Cost	Freq	
Bodily Injury - Basic					*Graph: pages 5-6. Data: page 16*
BI - Total Limits					*Graph: page 7. Data: page 17*
Property Damage					*Graph: pages 8-9. Data: page 18*
Medical Payments					*Graph: pages 10-11. Data: page 19*
Comprehensive					*Graph: pages 12-13. Data: page 20*
Collision					*Graph: pages 14-15. Data: page 27*
Uninsured Motorist (BI)					*Graph: pages 42-43. Data: page 48*
Uninsured Motorist (PD)					*Graph: pages 44-45. Data: page 49*
Underinsured Motorist (BI)					*Graph: pages 46-47. Data: page 50*

Expense Trend			*Pages 2-3*
Other Selections:	Liability	Phy Dam	
Expenses			*actual or adjusted average* *Page 73*
Profit			
Contingencies			*Pages 67-69*
Dividends			*Page 72*
Deviations			*actual or adjusted average* *Pages 70-71*
Loss Dev BI/PD/MP			*3yr or 5 yr avg* *Pages 54-58*
Loss Dev UM/UIM			*3yr or 5 yr avg* *Pages 59-63*
Loss Dev Tail Factor		-	*need to apply?* *Pages 64-66*

Trend Selections from last Review (December 2023)

	HISTORICAL		*PROSPECTIVE*	
	Cost	Freq	Cost	Freq
Bodily Injury - Basic	4.5%	0.0%	4.5%	4.0%
BI - Total Limits	6.0%		6.0%	
Property Damage	14.0%	0.0%	14.0%	5.0%
Medical Payments	0.0%	0.0%	0.0%	1.0%
Comprehensive	10.0%	4.0%	10.0%	4.0%
Collision	13.0%	1.0%	8.0%	4.0%
Uninsured Motorist (BI)	6.5%	0.0%	6.5%	0.0%
Uninsured Motorist (PD)	13.0%	0.0%	13.0%	0.0%
Underinsured Motorist (BI)	2.5%	5.0%	2.5%	5.0%

Expense Trend	5.0%	
Other Selections:	Liability	Phy Dam
Expenses	adj average	adj average *actual or adjusted average*
Profit	8.0	9.5
Contingencies	0.00%	0.00%
Dividends	0.40%	0.40%
Deviations	adj average	adj average *actual or adjusted average*
Loss Dev BI/PD/MP	3 year	- *3yr or 5 yr avg*
Loss Dev UM/UIM	5 year	- *3yr or 5 yr avg*

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Exhibit 5

AUTOMOBILE - 2025 Rate Filing

Reserve Strengthening and Expense Cutting Activities

12/5/24 ko

December 2nd, 2024

Dear Karen,

Included below is Allstate's response to the inquiry regarding reserve strengthening and expense cutting initiatives for the Allstate Property & Casualty Insurance Company, Integon Indemnity Corporation, Integon Preferred Insurance Company and Integon General Insurance Corporation Non-Fleet Auto Program in North Carolina.

With respect to 11 N.C.A.C. 10.1104 (3) (i), which states,

> For each of the fifteen largest writers of private passenger automobile insurance in North Carolina, a statement regarding any reserve strengthening or weakening that has occurred in the last five years shall be included.

Allstate reports there have been **no** material changes with regard to case reserving practices for private passenger automobile insurance in the state of North Carolina over the past five years for the listed companies.

With respect to 11 N.C.A.C. 10.1104 (7) (c), which states,

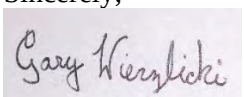
> For each of the ten largest writers of private passenger automobile insurance in North Carolina, statements regarding any expense cutting activities undertaken in the last five years shall be provided.

There have not been any recent expense cutting activities for Allstate Property and Casualty Insurance Company that would create a material change in expected future expense ratios that exceeds typical year-to-year volatility. In the past 5 years, expense reduction activities have been largely offset by additional investments being made in various initiatives such as technology capabilities, acquisitions, and marketing initiatives.

The Integon companies have not undertaken any expense cutting activities during the requested timeframe, however, there has been refinement around allocations within general expenses during 2022. This adjustment was made in order to be more in line and track with our parent company. These adjustments were reflected and discussed during the 2023 IEE submission.

Please contact me if you have any questions or require further details.

Sincerely,



Gary Wierzbicki, FCAS
gwieb@allstate.com

Internal Information

Erie Insurance®

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Erica L. Knoll, FCAS
Manager, P/C Actuarial
Enterprise Risk Management
Erie Insurance Group
100 Erie Insurance Place
Erie, Pennsylvania 16530
Telephone: (814) 870-5785
erica.knoll@erieinsurance.com

November 21, 2024

To: Karen Ott
Executive Assistant
North Carolina Rate Bureau
4140 Parklake Avenue
Suite 320
Raleigh, NC 27612
Telephone: (919) 582-1025

RE: PPA RESERVE STRENGTHENING & EXPENSE CUTTING ACTIVITIES

1. RESERVE STRENGTHENING

The Erie Insurance Group began implementing Colossus and the Soft Tissue Evaluation program in 1998-1999 in order to establish more accurate case reserves. We continued with these claims initiatives through 2024.

A new claims administration software system for the Private Passenger Auto line of business was implemented in December, 2016. The software system is termed ERIE Claims Center (ECC). The manner in which claims were recorded and case reserves established changed with the implementation of the new claims system in December, 2016. The changes for the Private Passenger Auto line of business which impacted the establishment of case reserves were eliminated in May, 2017. Generally, there is an observed deterioration in case reserve adequacy that aligns with the implementation of the new claims system in December, 2016.

In mid-October 2022, a predictive model to assist adjusters in establishing case reserves for bodily injury claims was implemented in North Carolina. However, we have not observed a material impact on case reserves in 2024 as claims handlers continue to gain confidence and comfort with the model.

Overall, the criteria used and basis for establishing case reserves for the Private Passenger Auto line of business has not changed materially from the criteria used over the latest five years. The relative adequacy level of case reserves is examined during the quarterly reserve analysis.

Relative case reserve adequacy appears to be deteriorating over the last five years, although the diagnostics became harder to discern during the coronavirus pandemic. We assume relative case reserve adequacy has been deteriorating as paid severity increases strongly in recent years, presumably due to both economic inflation, social inflation, and legal system abuse.

2. EXPENSE CUTTING ACTIVITIES

The Company has incentivized employees to demonstrate a strong expense management mindset and has put in place several initiatives aimed at managing expense levels. One of the cost-cutting activities includes enhancements in claims processes that are expected to provide long-term expense savings, although the ultimate savings are uncertain. Another example includes renegotiating contracts with vendors. These cost-cutting activities are estimated at only approximately 0.5% of annual companywide direct earned premium across all lines of business and are not expected to materially impact the anticipated Private Passenger Auto expense levels in North Carolina. I am not aware of any other expense-cutting activities in the last five years that would be material to the Private Passenger Auto expense levels in North Carolina. The data in the most recent annual statements (2019 through 2023) is most representative of what to expect in the future.

Sincerely,

Erica L. Knoll, FCAS

December 4, 2024

Attn: Karen Ott
North Carolina Rate Bureau

The following is in response to the annual request for reserve strengthening and expense cutting activities for the GEICO Employees Insurance Company and GEICO Indemnity Company.

RESERVE STRENGTHENING 11 N.C.A.C. 10.1104 (3)(i) provides:
For each of the fifteen largest writers of private passenger automobile insurance in North Carolina, a statement regarding any reserve strengthening or weakening that has occurred in the last five years shall be included.

The incurred losses in the Rate Bureau's filings are made up of paid losses plus case basis reserves. In order for the Rate Bureau to comply with this regulation, please advise us whether the criteria used by your Company in North Carolina for establishing case basis reserves has changed materially over the latest five years. If these criteria have materially changed over the latest five years, provide us with the details of such changes.

Response: The criteria used for establishing case basis reserves has not changed materially over the last five years.

EXPENSE CUTTING ACTIVITIES 11 N.C.A.C. 10.1104 (7)(c) provides:
For each of ten largest writers of private passenger automobile insurance in North Carolina, statements regarding any expense cutting activities undertaken in the last five years shall be provided."

Expense provisions in the rate level calculations are based upon the historical experience reported by the companies in North Carolina. In order for the Rate Bureau to comply with this regulation, please advise us if your Company has undertaken any expense cutting activities over the last five years on your private passenger non-fleet motor vehicle coverages that would materially impact your anticipated expense levels in North Carolina. If so, please provide us with the details of such activities and your best estimate of the extent to which your historical expense levels either understate or overstate your expected expense levels.

Response: Over the last five years, the GEICO companies experienced reduced advertising and other acquisition expenses in 2022 and 2023 that have begun to rise in 2024 thus far. We anticipate these expenses will continue to increase towards the pre-2022 levels but feel a 5 year average is a good estimate of future expectations.

Monica Grillo
GEICO
Sr. Actuarial Manager

Nationwide®

December 4, 2024

Ms. Karen Ott
North Carolina Rate Bureau
4140 Parklake Ave, Suite 320
Raleigh, NC 27612

Re: 2024 Reserve Strengthening and Expense Cutting

Dear Ms. Ott:

I am providing the following information concerning expense cutting activities and reserve strengthening for Nationwide Mutual Insurance Company and Nationwide Insurance Company of America.

There have not been any material changes in the way case basis reserves are established over the last five years.

Our company has not undertaken any expense cutting activities that would materially impact our anticipated expense levels.

Please contact me if you have any questions.

Sincerely,

Chas Cullen, ACAS, MAAA
Actuary, PC
Nationwide Insurance
cullenc@Nationwide.com
(614) 677-7215

North Carolina
Farm Bureau Insurance Group

Telephone 919.782.1705 - Post Office Box 27427 - Raleigh, NC 27611

November 18, 2024
Attn: Karen Ott
N.C. Rate Bureau
4140 Parklake Ave, Suite 320
Raleigh, NC 27612

RE: NCRB Reserve Strengthening and Expense Cutting Activities Private Passenger Automobile

Ms. Ott,

Please be advised, North Carolina Farm Bureau Mutual Insurance Company has undertaken no material changes in reserve strengthening or expense cutting in the last five years for Private Passenger Automobile business.

Sincerely,

Matt Beamon, ACAS, MAAA
Sr. Executive, Actuarial, Research & Reinsurance
North Carolina Farm Bureau Mutual Ins Co.
5301 Glenwood Ave.
Raleigh, NC 27612

PROGRESSIVE®

11/22/2024

Edwin Lopez, FCAS
Progressive Premier Insurance Co of Illinois
300 North Commons Blvd
Mayfield Village, OH 44143

Karen Ott
North Carolina Rate Bureau
2910 Sumner Boulevard
Raleigh, NC 27616

Attention: Karen Ott

Progressive has not materially changed its process for setting North Carolina Private Passenger Auto Loss and Defense and Cost Containment (DCC) case basis reserves over the past five years. The process for setting North Carolina Adjusting and all Other Expense (AOE) reserves did not materially change in 2024, nor over the past five years.

Sincerely,

Edwin Lopez, FCAS

Edwin Lopez, FCAS
Senior Manager, Corporate Actuarial Department
Progressive Premier Insurance Co of Illinois

PROGRESSIVE®

11/22/2024

Edwin Lopez, FCAS
Progressive Southeastern Insurance Company
300 North Commons Blvd
Mayfield Village, OH 44143

Karen Ott
North Carolina Rate Bureau
2910 Sumner Boulevard
Raleigh, NC 27616

Attention: Karen Ott

Progressive has not materially changed its process for setting North Carolina Private Passenger Auto Loss and Defense and Cost Containment (DCC) case basis reserves over the past five years. The process for setting North Carolina Adjusting and all Other Expense (AOE) reserves did not materially change in 2024, nor over the past five years.

Sincerely,

Edwin Lopez, FCAS

Edwin Lopez, FCAS
Senior Manager, Corporate Actuarial Department
Progressive Southeastern Insurance Company

December 5, 2024

Jeff Clinch, FCAS, MAAA, CPCU
Actuary and Assistant Secretary-Treasurer
One State Farm Plaza, D3
Bloomington, IL 61710
Phone: 309.766.9940
E-mail: jeff.clinch.gfdl@statefarm.com

Ms. Karen Ott
Executive Assistant
North Carolina Rate Bureau
Glenlake One
4140 Parklake Ave.
Raleigh, NC 27612

Dear Ms. Ott:

RE: Reserve Strengthening and Expense Cutting Activities

Your email dated November 13, 2024 requested two items required from the largest writers of liability and physical damage private passenger automobile insurance in North Carolina.

The first item concerned reserves. In response to your question, State Farm has recently strengthened case reserves in two ways, as described below. This change is expected to better align initial case reserves with the expected ultimate payment. This results in loss development initially appearing stronger than what we'll expect in the future. Over time, the loss development patterns will stabilize to a new normal.

1. There was an increase to case outstanding reserves for all claims opened as of January 2023, which affects all coverages; however, claims opened prior to January 2023 are unaffected.
2. A change in reserving practice in January 2023 was established for Bodily Injury.

As such, adjustments should be made to State Farm's loss development data as to not overstate the total ultimate loss.

- For Bodily Injury, adjustments ranging from -10% to -20% when compared to the unadjusted 3-year average are reasonable for the first age-to-age factors, while the remaining age groups would fall in the -2% to 0% range.
- For the remaining coverages, the following adjustments to the first age-to-age factor, compared to the unadjusted 3-year average factors, are reasonable:
    - -10% to -15% for Uninsured Motorist Coverage
    - -1% to -5% for Property Damage Liability and Medical Payments Coverage
    - Adjustments for all other coverages are immaterial as most claims are settled within the first development period

Additionally, a procedural change went into effect April 2023 which impacts incurred counts for Comprehensive coverage, but it does not affect paid claim counts. This causes the latest accident year to have an inflated value for case incurred losses at the first evaluation period. To remedy this, we have been relying on paid data to estimate our ultimate loss for Comprehensive coverage.

The second item concerned expenses. State Farm continues to review every aspect of our company's operation in an effort to further streamline workflow and processes and to invest in technological advances where appropriate while striving to improve the service provided to our customers. We believe that State Farm's recent expense levels are representative of what we expect for 2025, as we do not anticipate a material change.

Sincerely,

Jeff Clinch
Actuary and Assistant Secretary-Treasurer

November 25, 2024

Karen Ott
4140 Parklake Ave
Suite 320
Raleigh, NC 27612

Reference: Inquiry of Reserve Strengthening & Expense Cutting Activities

Ms. Ott:

For both United Services Automobile Association and USAA Casualty Insurance Company, the criteria used by the companies in North Carolina for establishing case basis reserves has not changed materially over the latest five years.

Additionally, for both United Services Automobile Association and USAA Casualty Insurance Company, the companies have not undertaken any expense cutting activities over the last five years on private passenger non-fleet motor vehicle coverages that materially impact anticipated expense levels in North Carolina.

Sincerely,

Billy Cheng, ACAS
Regional Actuary
USAA Auto Pricing

MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD DECEMBER 11, 2024

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Chris Gumaer
	Rick Pierce#
	AJ Robinson
Erie Insurance Company	Joel Gross
Government Employees Insurance Co	Monica Grillo
Hartford Accident and Indemnity Company	Eric Mize#
	Matthieu Cartron#
Liberty Mutual Insurance Company	Mark Sweder
	Carole Schumacher
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon*
	Jennifer Honeycutt*
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaarwerk
State Farm Mutual Automobile Insurance Company	Jennifer Heizer
Travelers Insurance Company	Emma Wieduwilt
OTHERS PRESENT	REPRESENTED BY
Young Moore and Henderson, P.A.	Brian Beverly*#
	Lisa Leeaphorn*
	Mickey Spivey*#
Consultant	George Zanjani
Insurance Services Office	Dave DeNicola
	Carly Seaman
	Isaac Wash
	Paul Ericksen
	Brett Moberg
Milliman	Paul Anderson*
Staff	Joanna Biliouris*
	Jarred Chappell*
	Mark Ford
	Andy Montano*
	Rebecca Williams*
	Stephanie Gunn*
	Hayley Embley*
	Karen Ott*
	Terry Collins#
	Tom Burns#

* Attended in-person at the Rate Bureau office
# Partial attendance

Draft

The meeting commenced at approximately 9:00 A.M., Mr. Sweder of Liberty Mutual Insurance Company presiding.

Attention was directed to the Antitrust Compliance Policy, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. 2025 Private Passenger Automobile Rate Level Review

   Mr. Montano opened the discussion, stating that the purpose of this meeting and the next two scheduled Auto Committee meetings is to select trends and other provisions for use in preparing preliminary rate level indications.

   Ms. Wiliams called attention to an exhibit, previously distributed with the agenda, containing reserve strengthening and expense savings letters submitted by the largest writers of private passenger automobile in the state. Ms. Williams stated that a statement from each company is required to be included in any resulting auto rate filing. The Committee reviewed and discussed the exhibit, noting where adjustments might be considered based on the company submissions.

   Attention was then directed to the trend package prepared by Insurance Services Office (ISO) and previously distributed with the agenda regarding the 2025 automobile rate level review. Mr. DeNicola reviewed the exhibits in detail.

   The Committee reviewed and discussed the latest available trend data for losses and expenses and other additional external trend data, including CPI and CCI data and data on gasoline prices, miles driven, and gasoline consumption. The Committee reviewed data on contingencies, deviations, dividends, and expenses. Following its review and discussions, the Committee selected an expense trend, historical and prospective cost and frequency trends for all coverages, and provisions for contingencies, dividends, deviations, and expenses to be utilized by ISO in preparing the preliminary rate level indications.

   Dr. Zanjani provided an overview of the profit issues and explained his analysis of the cost of capital for North Carolina private passenger automobile. Dr. Zanjani discussed the various components of his pro forma underwriting profit analysis, including the investment yield and the premium to surplus ratio. He then described an array of potential underwriting profit provisions and their corresponding returns. Dr. Zanjani and Mr. Spivey noted the law change expressly requiring consideration of investment income on capital and surplus and described how this could impact the potential profit issues in any auto rate hearing. Dr. Zanjani answered questions from the Committee. Following review and discussion, the Committee agreed on profit selections for liability and physical damage.

   After further discussion, a motion was made, seconded, and passed to accept all of the Committee's selections. The Committee directed ISO and Rate Bureau staff to compile a package with the preliminary rate level indications using those selections to be presented for consideration at the January committee meeting.

2. Rate Order Calculation

   Mr. Montano opened the discussion, stating that at the last Auto Committee meeting, the Committee instructed staff and consultants to study various aspects of the rate order calculation and to develop rating examples for consideration. Attention was directed to an exhibit prepared by Rate Bureau staff and previously distributed with the agenda regarding the rate order calculation. Mr. Montano reviewed the exhibit in detail.

Draft

After discussion, the Committee instructed staff to revise the rate order calculation document by 1) adding Fire, Theft, and Combined Additional Coverage under Step 4 instructions; 2) including rounding instructions in Step 5 premium determination; and 3) removing Low Speed Vehicles and Modified Utility Vehicles from Step 7. The Committee agreed that the revised steps will be reviewed at the Auto Committee meeting scheduled for January 8, 2025.

3. Report of Counsel

Mr. Beverly reported that 1) the NCRF Other Than Clean risk rates changed on 12/1/24; 2) the recently filed Facility commercial auto rates will be effective April 1, 2025; 3) the Combined Uninsured/Underinsured motorists rate filing, which was necessitated by the portions of S.L. 2023-133 (former S.B. 452) and S.L. 2024-29 (former S.B. 319) pertaining to private passenger auto insurance coverage, was fully resolved (including resulting rates) through a settlement with the Commissioner of Insurance ("Commissioner"), with the new rates to be effective on July 1, 2025; 4) the Homeowners rate hearing is ongoing and the presentation of evidence is expected to be concluded next week; 5) a notice of hearing was issued on the pending MHC and MHF Mobile Home rate filings for April, 2025; and 6) the North Carolina Supreme Court issued a ruling in the case of Ha vs Nationwide, dertermining that the insuredshad actual notice of coverage cancellation and thus ruling in favor of the member company, but the Court did not address the issue of whether proof of mailing of notice of cancellation was sufficient.

4. Report of Staff

Mr. Montano reminded the Committee that the next Auto Committee meeting is scheduled for Friday, December 13, 2024, for the private passenger auto class plan and territory reviews.

Mr. Motano reported that 1) the ISO 2022 Homeowners Program filing has been withdrawn to allow the Rate Bureau more time to discuss the proposed changes with the Department of Insurance; and 2) the proposed Mobile Home rate filings for MHC and MHF are still pending with hopes of a settlement before the scheduled hearing in April, 2025.

5. Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano

Director, Personal Lines

AM:ko

AC-24-8

1/30/2025

Draft

Automobile Committee
Meeting Agenda

Date: December 13, 2024 **Time: 8:30 AM (EDT)** **In-Person/Zoom Teleconference**
The link below will provide video and audio. If your computer does not allow audio/microphone, please dial in separately.

1. **Welcome**
2. **Roll Call**
3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3).**
4. **2025 Private Passenger Auto Class Plan Review**
   ISO will present a high-level overview of the 2025 Private Passenger class plan **(Exhibit 4)** as North Carolina statute requires that the Rate Bureau review the Private Passenger Auto Classification Plan factors every three years. ISO has conducted a review of the factors using univariate and multivariate methodologies.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.
5. **2025 Private Passenger Auto Territory Review**
   ISO will present a high-level overview of the Private Passenger Auto territory system **(Exhibit 5)** as North Carolina statute requires that the Rate Bureau review the Private Passenger Auto Territory Definitions every ten years to ensure that those definitions remain "proper and reasonable." ISO has conducted a review of the performance of the current territory scheme using the last five years of data through 2023.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.
6. **Session Law 2023-133 and Session Law 2024-29 (Formerly SB 452)**
   Staff will present proposed rule revisions to the Personal Auto Manual necessitated by S.L. 2023-133 and S.L. 2024-29 that expand the surcharge period for inexperienced operators to up to eight years and expand the surcharge period for certain SDIP point assignments to five years. The Committee will be asked to review the proposed changes to **Rule 4. Classifications** (**Exhibit 6)** and **Rule 5. Safe Driver Insurance Plan** (**Exhibit 7).**

   The Committee will be asked to review the above exhibits and direct staff on the next steps.
7. **Report of Staff and Counsel**
   Staff and Counsel will report on any recent developments.
8. **Other Business**
9. **Adjournment**
   If there is no further business, the telephone conference will be adjourned.

AM:ko
Attachments
AC-24-9
12/10/24

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

Exhibit 4

Verisk™

North Carolina Private Passenger Auto Class Plan Review

12/13/2024

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Background

Purpose

- Rate Bureau is required by statute to review classification plan factors every 3 years:
  - § 58-36-10: *"The Bureau shall at least once every three years make a complete review of the filed classification rates to determine whether they are proper and supported by statistical evidence."*

Goal

- To evaluate the current classification factors based on the most recent three years of data (2021-2023)

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Approach

Univariate and Multivariate

- This year's review incorporates both univariate and multivariate methods for determining class factors
- Prior class plan reviews have relied almost exclusively on the univariate method
- Univariate (aka "one-way") analysis looks at aggregate loss experience across each level of a rating variable to determine effects. It repeats this process for each rating variable in the class plan.
- Multivariate analysis (e.g. Generalized Linear Model) uses sophisticated modeling software to consider the effect of all rating variables in tandem.
- Multivariate models are trained on the most granular data available to achieve the best possible model fit.

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Multivariate Analysis of NC Auto Class Plan

Models produced:

- "All coverages" model to obtain indicated SDIP factors
- Three "by coverage" models for Liability (BI & PD combined), Collision, and Comprehensive to obtain remaining class factors: Multicar Discount, Inexperienced Operator Surcharge, Use Surcharge

Data: Segment-level data, all market, 2021-2023

Model type: Generalized Linear Model (log-link, target=loss, offset=base premium)

NC-specific limitations:

- Policy level data not available. Segment-level data not ideal for training GLM's.
- NC auto rating formula uses additive class factors (Multicar Discount + IO Surcharge + Use Surcharge). Model indicated factors are multiplicative, so not directly comparable.

Due to these limitations, we recommend that the present multivariate model output be used as supplementary information to inform the committee's selections but not be relied upon primarily / exclusively.

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Multivariate Analysis Findings

Finding 1: When compared head-to-head with current NC auto manual, the multivariate approach shows promise for physical damage

- Collision and Comprehensive models provided better loss predictions in head-to-head testing than current manual with win rates of 80%.
- The Liability model performed slightly worse than current manual, with a win rate of 40%.

Finding 2: Most class plan variables were found to be highly significant as predictors of loss experience.

- The majority of variables in all four models had very small p-values, suggesting a high level of significance in predicting losses. This was particularly true in the All Coverages and Liability models.

Finding 3: Certain levels of vehicle use showed little significance as loss predictors

- "Use: Commute less than 10 miles" was found to be insignificant in all models. This finding is noteworthy because this use category is the second most common after “Pleasure”.
- "Use: Commute greater than 10 miles" was more significant than "Commute less than 10 miles", but still less significant than most other variables in the model
- "Use: Business" was not significant in the Collision and Other Than Collision models (though highly significant in the Liability model)

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Conclusion

Using a multivariate, GLM-based approach to classification pricing for NC auto has the potential to improve risk segmentation for Collision and Comprehensive coverages.

To fully realize the benefit of a GLM-based rating approach, the following actions should be considered for the future:

- Adopt a multiplicative rating formula for the primary classification factor instead of the current additive one
- Evaluate potential for obtaining premium and loss data from all statistical agents at the individual policy level.

The Auto Committee may wish to investigate the vehicle use variable to determine whether combining or splitting out certain levels (e.g. commute to work) would yield better risk segmentation.

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NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF INDICATED FACTORS

REVIEW OF MULTICAR DISCOUNT

			Current Review - 2021-2023					Prior Review - 2018-2020	
Liability Coverages	Earned Car Years 2023	Current Factor	All Business Indicated	Vol/Standard only Indicated	Ceded/CTR only Indicated	GLM Indicated	Variable Significance	All Business Indicated	Vol/Standard only Indicated
Single	1,969,894	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Multi	5,994,177	-0.35	-0.425	-0.309	-0.393	-0.365	*****	-0.440	-0.331
Comprehensive Coverages									
Single	1,585,505	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Multi	4,577,938	-0.10	-0.132	-0.098	-0.098	-0.156	*****	-0.092	-0.041
Collision Coverages									
Single	1,520,343	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Multi	4,281,280	-0.35	-0.362	-0.334	-0.314	-0.314	*****	-0.373	-0.331

REVIEW OF INEXPERIENCED OPERATOR SURCHARGES

			Current Review - 2021-2023					Prior Review - 2018-2020	
Liability Coverages	Earned Car Years 2023	Current Factor	All Business Indicated	Vol/Standard only Indicated	Ceded/CTR only Indicated	GLM Indicated	Variable Significance	All Business Indicated	Vol/Standard only Indicated
No inexp	7,642,031	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Prin <1	102,831	2.60	2.440	2.937	1.440	2.110	*****	1.869	2.158
Occ <1	31,707	1.75	1.343	1.664	0.922	1.143	*****	1.283	1.516
Prin <2	73,092	1.60	1.225	1.487	0.595	0.942	*****	1.335	1.505
Occ <2	26,656	0.85	0.686	0.957	0.313	0.457	*****	0.727	0.961
Prin <3	65,513	1.25	0.925	1.076	0.394	0.689	*****	1.014	1.110
Occ <3	22,242	0.65	0.517	0.589	0.403	0.262	*****	0.425	0.620
Comprehensive Coverages									
No inexp	5,957,849	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Prin <1	55,681	0.20	1.246	1.371	0.761	0.800	*****	-0.044	-0.072
Occ <1	25,055	0.10	0.100	0.071	0.210	-0.063	*	0.029	0.010
Prin <2	44,988	0.20	0.276	0.263	0.303	0.161	****	0.031	-0.001
Occ <2	21,169	0.00	0.027	0.039	-0.012	-0.106	**	-0.075	-0.069
Prin <3	41,093	0.20	0.221	0.238	0.015	0.095	***	0.073	0.041
Occ <3	17,608	0.00	-0.039	-0.008	-0.157	-0.207	*****	-0.071	-0.074
Collision Coverages									
No inexp	5,611,982	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Prin <1	51,960	2.30	1.942	2.164	1.263	1.719	*****	1.108	1.095
Occ <1	23,452	1.40	0.900	0.942	0.811	0.585	*****	0.991	1.025
Prin <2	40,731	1.50	0.938	1.006	0.703	0.791	*****	0.894	0.869
Occ <2	19,348	0.80	0.497	0.571	0.284	0.222	*****	0.508	0.554
Prin <3	37,984	1.35	0.747	0.752	0.495	0.634	*****	0.865	0.813
Occ <3	16,166	0.60	0.313	0.386	0.091	0.136	***	0.329	0.334

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF INDICATED FACTORS

REVIEW OF USE SURCHARGES

			Current Review - 2021-2023					Prior Review - 2018-2020	
Liability Coverages	Earned Car Years 2023	Current Factor	All Business Indicated	Vol/Standard only Indicated	Ceded/CTR only Indicated	GLM Indicated	Variable Significance	All Business Indicated	Vol/Standard only Indicated
Pleasure	4,652,391	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Work < 10	2,114,426	0.05	0.091	0.033	-0.003	0.015	*	0.096	0.045
Work > 10	986,873	0.05	0.109	0.070	0.018	0.034	***	0.133	0.117
Business	84,205	0.05	0.057	0.048	0.139	-0.117	*****	0.053	0.088
Farm	126,176	-0.25	-0.336	-0.291	-0.300	-0.470	*****	-0.284	-0.241
Comprehensive Coverages									
Pleasure	3,584,812	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Work < 10	1,585,680	0.25	0.125	0.155	-0.010	0.029	*	0.082	0.099
Work > 10	846,515	0.25	0.341	0.349	0.140	0.178	*****	0.320	0.315
Business	66,445	0.25	0.207	0.252	0.063	-0.013	*	0.195	0.258
Farm	79,991	-0.25	-0.331	-0.297	-0.247	-0.290	*****	-0.296	-0.261
Collision Coverages									
Pleasure	3,337,592	0.00	0.000	0.000	0.000	0.000	*****	0.000	0.000
Work < 10	1,517,370	0.15	0.005	0.010	-0.038	-0.041	**	0.008	0.010
Work > 10	815,696	0.15	0.094	0.056	0.044	0.049	***	0.140	0.111
Business	63,664	0.15	0.010	0.002	0.102	-0.098	***	0.016	0.041
Farm	67,301	-0.25	-0.317	-0.302	-0.058	-0.397	*****	-0.293	-0.266

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

SUMMARY OF INDICATED FACTORS

REVIEW OF SAFE DRIVER INSURANCE PLAN SURCHARGES*

	Earned Car Years		Current Review - 2021-2023							Prior Review - 2018-2020	
	Single Car Risks		All Business	Vol/Standard only	Ceded/CTR only	Liability	Physical Damage	GLM	Variable	All Business	Vol/Standard only
Pts.	2023 (Liab)	Current	Indicated	Indicated	Indicated	Indicated	Indicated	Indicated	Significance	Indicated	Indicated
0	1,762,891	0.00	0.000	0.000	0.000	0.000	0.000	0.000	*****	0.000	0.000
1	29,409	0.40	0.738	0.633	0.499	0.809	0.501	0.493	*****	0.759	0.666
2	36,515	0.55	0.779	0.780	0.532	0.875	0.499	0.521	*****	0.749	0.688
3	78,383	0.70	0.807	0.852	0.542	0.919	0.503	0.565	*****	0.762	0.781
4	17,390	0.90	1.523	1.356	1.118	1.673	1.043	1.039	*****	1.231	1.077
5	6,174	1.10	2.099	1.883	1.447	2.354	1.259	1.183	*****	1.804	1.520
6	6,466	1.40	2.086	2.004	1.426	2.266	1.384	1.261	*****	2.231	1.911
7	2,181	1.70	2.991	2.832	2.021	3.053	2.068	1.449	*****	2.749	2.362
8	2,376	2.00	2.819	2.593	2.256	2.962	3.060	1.451	*****	3.328	1.944
9	984	2.30	3.774	3.446	2.732	4.035	2.452	2.306	*****	3.441	2.369
10	567	2.60	4.540	4.982	3.001	4.943	2.362	2.316	*****	3.131	1.969
11	275	3.00	3.714	3.245	2.838	4.224	2.590	1.609	*****	4.743	4.031
12	10,744	3.40	1.202	1.323	1.505	1.293	1.896	0.736	*****	0.988	0.996
NE	15,541	0.10	-0.138	-0.007	-0.082	-0.382	0.043	-0.185	*****	-0.063	0.035

* Single Car risks only

FRAMEWORK FOR FUTURE INEXPERIENCED OPERATOR SURCHARGES (SB-452)
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Liability Coverages	Earned Car Years 2023	Current Surcharges
No inexprienced Ops.	7,642,031	0.00
Principal < 1 yr driving	102,831	2.60
Occasional <1 yr driving	31,707	1.75
Principal < 2 yrs driving	73,092	1.60
Occasional <2 yrs driving	26,656	0.85
Principal < 3 yrs driving	65,513	1.25
Occasional < 3 yrs driving	22,242	0.65

	(1) Proposed Avg. Surcharges
Principal < 4 yrs driving	1.00
Occasional < 4 yrs driving	0.50
Principal < 5 yrs driving	0.80
Occasional < 5 yrs driving	0.40
Principal < 6 yrs driving	0.60
Occasional < 6 yrs driving	0.30
Principal < 7 yrs driving	0.40
Occasional < 7 yrs driving	0.20
Principal < 8 yrs driving	0.20
Occasional < 8 yrs driving	0.10

(2) selected discount amt =	20%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	15.0%

	Proposed Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg
Principal < 4 yrs driving	1.15	0.95	1.00
Occasional < 4 yrs driving	0.65	0.45	0.50
Principal < 5 yrs driving	0.95	0.75	0.80
Occasional < 5 yrs driving	0.55	0.35	0.40
Principal < 6 yrs driving	0.75	0.55	0.60
Occasional < 6 yrs driving	0.45	0.25	0.30
Principal < 7 yrs driving	0.55	0.35	0.40
Occasional < 7 yrs driving	0.35	0.15	0.20
Principal < 8 yrs driving	0.35	0.15	0.20
Occasional < 8 yrs driving	0.25	0.05	0.10

FRAMEWORK FOR FUTURE INEXPERIENCED OPERATOR SURCHARGES (SB-452)
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Collision Coverages	Earned Car Years 2023	Current Surcharges
No inexprienced Ops.	5,611,982	0.00
Principal < 1 yr driving	51,960	2.30
Occasional <1 yr driving	23,452	1.40
Principal < 2 yrs driving	40,731	1.50
Occasional <2 yrs driving	19,348	0.80
Principal < 3 yrs driving	37,984	1.35
Occasional < 3 yrs driving	16,166	0.60

	(1) Proposed Avg. Surcharges
Principal < 4 yrs driving	1.00
Occasional < 4 yrs driving	0.50
Principal < 5 yrs driving	0.80
Occasional < 5 yrs driving	0.40
Principal < 6 yrs driving	0.60
Occasional < 6 yrs driving	0.30
Principal < 7 yrs driving	0.40
Occasional < 7 yrs driving	0.20
Principal < 8 yrs driving	0.20
Occasional < 8 yrs driving	0.10

(2) selected discount amt =	20%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	15.0%

	Proposed Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg
Principal < 4 yrs driving	1.15	0.95	1.00
Occasional < 4 yrs driving	0.65	0.45	0.50
Principal < 5 yrs driving	0.95	0.75	0.80
Occasional < 5 yrs driving	0.55	0.35	0.40
Principal < 6 yrs driving	0.75	0.55	0.60
Occasional < 6 yrs driving	0.45	0.25	0.30
Principal < 7 yrs driving	0.55	0.35	0.40
Occasional < 7 yrs driving	0.35	0.15	0.20
Principal < 8 yrs driving	0.35	0.15	0.20
Occasional < 8 yrs driving	0.25	0.05	0.10

FRAMEWORK FOR FUTURE INEXPERIENCED OPERATOR SURCHARGES (SB-452)
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Comprehensive Coverage	Earned Car Years 2023	Current Surcharges
No inexprienced Ops.	5,957,849	0.00
Principal < 1 yr driving	55,681	0.20
Occasional <1 yr driving	25,055	0.10
Principal < 2 yrs driving	44,988	0.20
Occasional <2 yrs driving	21,169	0.00
Principal < 3 yrs driving	41,093	0.20
Occasional < 3 yrs driving	17,608	0.00

	(1) Proposed Avg. Surcharges
Principal < 4 yrs driving	0.15
Occasional < 4 yrs driving	0.00
Principal < 5 yrs driving	0.15
Occasional < 5 yrs driving	0.00
Principal < 6 yrs driving	0.10
Occasional < 6 yrs driving	0.00
Principal < 7 yrs driving	0.10
Occasional < 7 yrs driving	0.00
Principal < 8 yrs driving	0.05
Occasional < 8 yrs driving	0.00

(2) selected discount amt =	10%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	50% principal ops only
(5) overall avg discount [(2)x(4)]=	5.0%

	Indicated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	Proposed Surcharges		avg
Principal < 4 yrs driving	0.20	0.10	0.20	0.10	0.15
Occasional < 4 yrs driving	0.05	-0.05	0.00	0.00	0.00
Principal < 5 yrs driving	0.20	0.10	0.20	0.10	0.15
Occasional < 5 yrs driving	0.05	-0.05	0.00	0.00	0.00
Principal < 6 yrs driving	0.15	0.05	0.15	0.05	0.10
Occasional < 6 yrs driving	0.05	-0.05	0.00	0.00	0.00
Principal < 7 yrs driving	0.15	0.05	0.15	0.05	0.10
Occasional < 7 yrs driving	0.05	-0.05	0.00	0.00	0.00
Principal < 8 yrs driving	0.10	0.00	0.10	0.00	0.05
Occasional < 8 yrs driving	0.05	-0.05	0.00	0.00	0.00

Exhibit 5

North Carolina Private Passenger Auto Territory Review

12/13/2024

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Background

Purpose

- Rate Bureau is required by statute to review Auto territories every 10 years:
  - § 58-36-10: *"The Bureau … shall at least once every 10 years make a complete review of the territories for nonfleet private passenger motor vehicle insurance to determine whether they are proper and reasonable."*

Goal

- To evaluate the performance of current territory definitions based on the most recent available data

Future Actions

- If requested by the Committee, NCRB to pursue measures to improve territory segmentation, to be filed in 2025.

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Prior Review (2015)

Prior Review

- Auto Territories were most recently reviewed in 2013 and implemented in 2015.
- Data used in the prior review: 5 years of historical ZIP code level pure premium data through 2010

Prior Review Results

- Increased the number of territories from 19 to 39.
- Introduced ZIP based territories.

Implementation

- DOI ultimately approved a territory scheme with 34 territories.
    - 5 proposed territories were eliminated; the associated 43 ZIPs were incorporated into other territories.
    - 80 other ZIPs were moved around between assigned territories.

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Evaluation of Territory Performance

Homogeneity Index

- From an actuarial standpoint, this measures if two objectives are achieved:

  (1) pure premium between territories is heterogeneous (in other words, we see meaningful differences in loss potential from territory to territory), and

  (2) pure premium within each territory is homogeneous (in other words, we see consistent loss potential across the zip codes within a territory).

A Homogeneity Index is used to assess performance of the territory scheme in achieving these two objectives.

- Homogeneity Index = Variation between territories / Total variation by ZIP in the state
  - Essentially this represents the percentage of total variation explained by the territory scheme.
- Scale: 0 to 1
- A high value for the Homogeneity Index indicates a large variation between territories with little variation within territories. Thus, **higher is better**.

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Methodology

Data Used:

- 5 years of historical ZIP code level pure premium data through 2023
- “All Market”: Voluntary and Ceded for Liability, Standard and Consent to Rate for Physical Damage

Basic Methodology

- Pure Premium ZIP Index (by coverage) = ZIP Pure Premium / Statewide Pure Premium
  - The effects of Class was removed for all coverages.
  - The effects of Vehicle Age and Symbol were removed for Physical Damage.
- Raw ZIP data was credibility weighted with data from a greater area:
  - Frequency: the band of contiguous adjacent ZIP codes
  - Severity: County level data
- Assumes territories do not vary by coverage

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Evaluation of Homogeneity

Comparison Against Prior Results

- 2013 filing showed Homogeneity Indices for filed scheme but not for final approved scheme.
- Actual current territory definitions incorporate changes made between filing and approval.
- Cannot directly compare Homogeneity results from actual current territory definitions against the prior filing.
  - This would show deterioration in homogeneity due to use of a suboptimal territory scheme.
- Best to compare the homogeneity of the 2013 proposed territories using current data against the prior filing.
  - This directly compares the optimal 2013 proposal against updated performance using newer data.

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Homogeneity Indices

Based on Credibility-Weighted Pure Premium Indices

Coverage	From 2013 Filing, using data through 2010			Current Review using data through 2023	
	Pre-2013 Territories	Filed Territories	Approved Territories	Current Territories	2013 Filed Territories
Bodily Injury	0.36	0.87	n.a.	0.71	0.80
Property Damage	0.58	0.79	n.a.	0.67	0.74
Comprehensive	0.39	0.78	n.a.	0.70	0.72
Collision	0.22	0.60	n.a.	0.56	0.64
Total	**0.39**	**0.79**	**n.a.**	**0.68**	**0.76**

- The performance of the 2013 proposal has only deteriorated slightly compared to their homogeneity in the 2013 filing.
- The homogeneity of the current territories is still significantly improved relative to the pre-2013 territory definitions.

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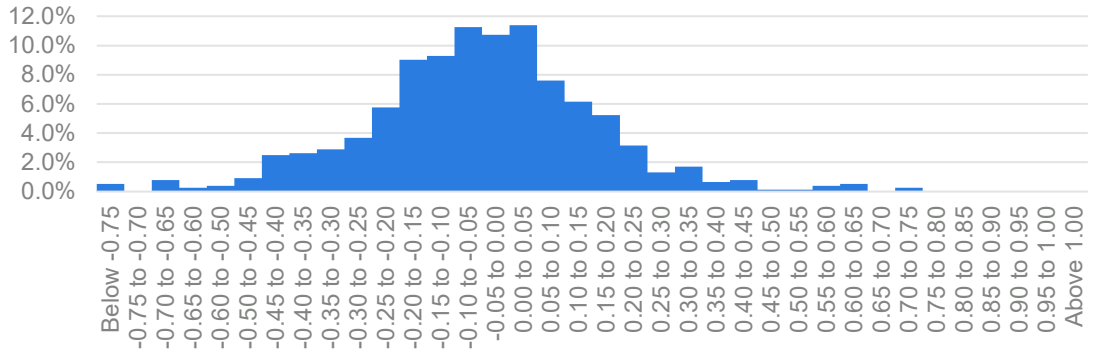
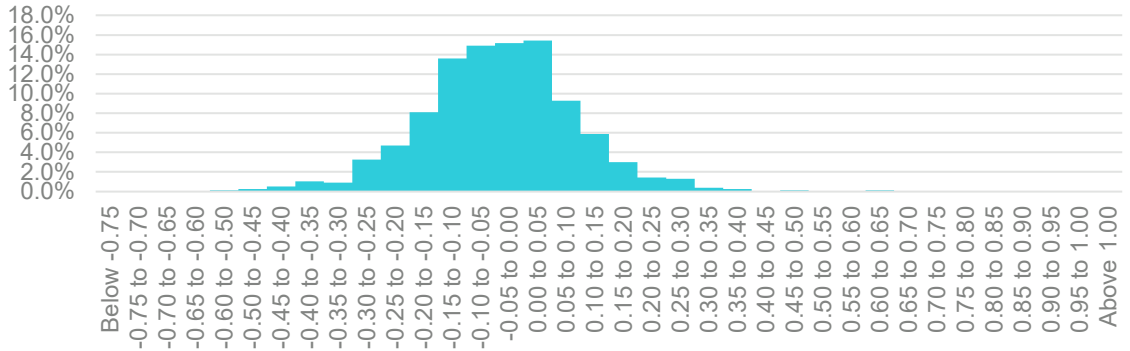
ZIP Index vs Territory Index

Percentage of ZIP Codes with (ZIP Index - Territory Index)

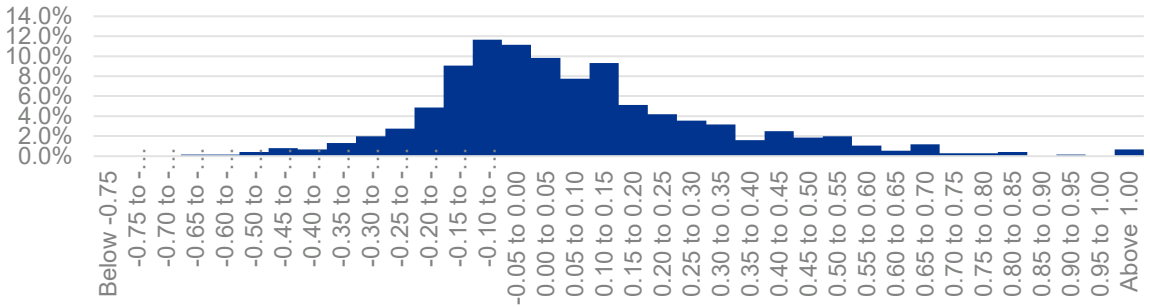
Bodily Injury



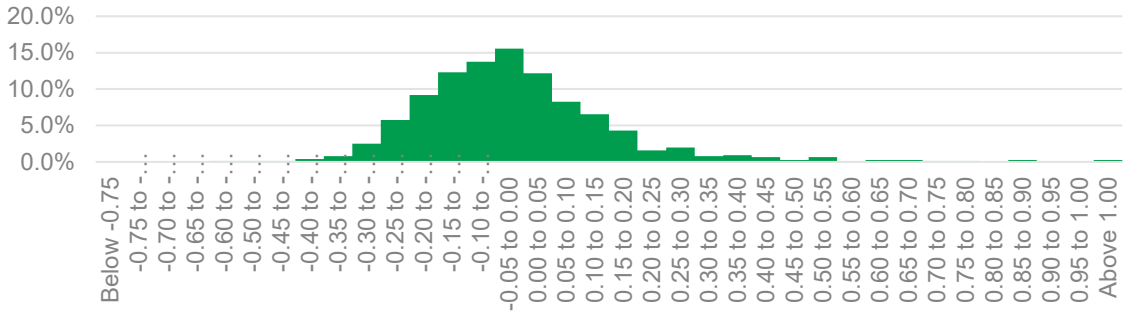
Property Damage



Comprehensive



Collision



- The small percentage of ZIP codes with pure premium indices varying largely from the territory index demonstrates the homogeneity and relatively low level of within territory variance by ZIP code in the current territory system.

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Homogeneity Indices for Surrounding States

From Most Recent Territory Revision

			Filing Year	BI	PD	Comp	Coll	Total
NC Current Territories			2024	**0.71**	**0.67**	**0.70**	**0.56**	**0.68**
Surrounding States	**Filed Territory Definitions**	**Average**	2001 - 2004	**0.79**	**0.77**	**0.73**	**0.71**	**0.76**
		Minimum		0.57	0.65	0.57	0.53	0.59
		Maximum		0.95	0.90	0.84	0.89	0.91
	Pre-filing Territory Definitions	**Average**	Prior to 2001-2004	**0.50**	**0.62**	**0.47**	**0.36**	**0.49**
		Minimum		0.23	0.44	0.38	0.14	0.35
		Maximum		0.65	0.80	0.62	0.58	0.60

- Surrounding states include SC, VA, WV, MD, KY, TN and AL.
- Current NC territories are within the range of homogeneity that was filed for surrounding states in their territory revision.
- Current NC territories are more homogenous than nearby states were prior to their last territory redefinition.

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Potential Improvements

Should the Auto Committee decide to pursue measures to improve territorial definitions, next steps could be:

- **Cluster Analysis**: create fresh territory definitions based on the current data by grouping ZIP codes with similar loss potential using a hierarchical clustering method.
- **Detailed Analysis of Proposed Territories:** improve the direct output of a proposed territory scheme for:
  - Territories with little credibility
  - Single ZIP Territories
  - Shape issues (e.g. adjacent only at a point within a territory)
- **Point ZIPs**: these ZIPs were ignored for this analysis. They represent a nominal amount of data. Ideally, they should be mapped to the boundary ZIP code it is contained within.
- **Credibility**: the current review applies one level of credibility to a ZIP's raw data. In the prior review, a second more complex layer of credibility was applied.
- **ZIP Tracking:** any proposed territory scheme will need to be mapped to ZIP codes that are not present in the underlying data (e.g. new ZIP codes introduced after the experience period).

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Homogeneity Indices for Surrounding States

From Most Recent Territory Revision

State	Filing Year	Filed Territories					Inforce Territories (as of filing date)				
		BI	PD	Comp	Coll	Total	BI	PD	Comp	Coll	Total
NC	2024						0.71	0.67	0.70	0.56	0.68
SC	2001	0.84	0.65	0.72	0.72	0.77	0.65	0.44	0.38	0.58	0.55
VA	2002	0.87	0.90	0.75	0.67	0.83	0.56	0.8	0.46	0.26	0.57
MD	2001	0.95	0.90	0.84	0.89	0.91	0.61	0.64	0.62	0.58	0.60
WV	2004	0.66	0.68	0.75	0.67	0.71	0.53	0.62	0.38	0.49	0.46
KY	2002	0.82	0.72	0.67	0.64	0.73	0.42	0.59	0.46	0.14	0.39
TN	2002	0.82	0.81	0.84	0.82	0.80	0.52	0.68	0.54	0.24	0.49
AL	2001	0.57	0.73	0.57	0.53	0.59	0.23	0.54	0.46	0.22	0.35

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4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Autos owned by an individual or owned jointly by two or more individuals are classified as follows:

Refer to Section **C.** below for definitions of terms used in this rule.

Code	Class	Definitions
114	**1A**	There is no BUSINESS USE or TNC ACTIVITY of the auto and the auto is not DRIVEN TO OR FROM WORK OR SCHOOL.
116	**1B**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of less than 10 road miles one way.
117	**1C**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of 10 or more road miles one way.
118	**3**	The auto is used for BUSINESS USE and is not used in TNC ACTIVITY.
119	**1AF**	The auto is a FARM AUTO.
115	**TNC**	The auto is used in TRANSPORTATION NETWORK COMPANY ACTIVITY.

B. Private passenger autos owned by corporations, co-partnerships, or unincorporated associations shall be rated as Class **3.**

Exceptions

1. For corporations, co-partnerships or unincorporated associations owning less than five motor vehicles:

An owned private passenger auto principally furnished to a specified individual shall be classified and rated as if owned by that individual, in accordance with Rule **4.A.,** provided the auto is not used for business purposes and is not used in TNC ACTIVITY.

2. For Farm family co-partnerships or Farm family corporations:

An owned private passenger auto principally garaged on a farm or ranch shall be rated as Class 1AF provided the vehicle is:

a. Not used in any occupation other than farming or ranching, or

b. Not customarily used in going to or from work other than farming or ranching.

3. Notwithstanding 1. and 2. above, any such auto used in TNC ACTIVITY shall be classified as TNC.

C. Definitions

1. BUSINESS USE means that the use of the auto is required by or customarily involved in the duties of the applicant or any other person customarily operating the auto, in an occupation, profession or business, other than going to or from the principal place of occupation, profession or business, and that the auto is not used in TNC ACTIVITY.

2. FARM AUTO means the auto is principally garaged on a farm or ranch, and

a. It is not customarily used in going to or from work other than farming or ranching, or driving to or from school,

b. It is not customarily used in any occupation other than farming or ranching, and

c. that the auto is not used in TNC ACTIVITY.

3. DRIVEN TO OR FROM WORK OR SCHOOL means the auto is not used in TNC ACTIVITY and is customarily used in the course of driving to or from work or school and shall include:
   a. The use of the auto in a car pool or other share the ride arrangement.
   b. Driving part way to or from work or school whether or not the auto is parked at a depot during the day.

   Note

   If an auto is driven to or from work or school on less than a daily basis, the classification used in rating the auto shall be subject to the following:

   (1) If otherwise in Class 1B, the auto shall be classified as 1A if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   (2) If otherwise in Class 1C the auto shall be classified as 1B if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   Refer to company for certification form.
4. TRANSPORTATION NETWORK COMPANY (TNC) ACTIVITY means that:
   a. The auto is used as a public or livery conveyance, including but not limited to any period of time while it is being used by any person who is logged into a transportation network platform as a driver, whether or not a passenger is occupying the vehicle; and
   b. Coverage is afforded, under Endorsement **PP 55 45** or any similar endorsement, for any portion of the time that an insured is logged into a transportation network platform as a driver.
5. RESIDENT means anyone residing in the same household as the applicant and shall include an individual absent from the household while attending school. An individual in active military service with the armed forces of the United States of America shall **not** be included as resident in the same household unless such individual customarily operates the auto.

D. Single and Multi-Car Risks

The applicable Multi-Car Rating Factor shall apply if two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household are insured in the same policy.

Exceptions

1. If a company's policy processing systems do not permit insuring all vehicles in the same policy, the applicable Multi-Car Rating Factor shall apply if the company insures two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household.

   This exception applies only to companies that do not issue multi-car policies or whose policy processing systems limitations necessitate insuring one car (in a multi-car situation) on a separate policy. This exception does not permit a company to apply the Multi-Car Rating Factor on a single car policy where, for underwriting or other reasons, the company voluntarily elects to insure one vehicle on a single car policy when that vehicle could be insured on a multi-car policy.
2. The Multi-Car Rating Factor shall not apply to antique autos as defined in the Miscellaneous Types rule.

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. Inexperienced Operator

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. Such surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

   Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.

   a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files for at least three years from the inception of the policy the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The surcharge shall not be applied for more than three years regardless of policy term or effective date.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

3. Safe Driver Discount

Licensed drivers subject to the Inexperienced Operator surcharges for a period of up to eight years, as described in Paragraph **F.1.** of this rule, may be eligible for an inexperienced safe driver discount after three full years of driving experience, subject to the following:

a. To be eligible for the premium discount, an inexperienced licensed driver cannot have any at-fault accidents or convictions on their driving record, whether or not such at-fault accidents or convictions result in the assignment of points under the Safe Driver Insurance Plan.

b. Any at-fault accidents or convictions shall preclude the inexperienced licensed driver from being eligible for the premium discount for a period of five years.

c. Eligibility for the premium discount terminates once the inexperienced driver has been licensed for eight years or when the inexperienced driver has any at-fault accidents or convictions.

Note

For purposes of Paragraph **F.3.** of this rule, convictions on a driving record shall include convictions for which a prayer for judgment continued was granted.

G. Airbag Discount

The following discounts apply to Medical Payments Coverage Only. To qualify, the private passenger auto must be equipped with a factory installed airbag(s) which conforms to the federal crash protection requirements, and meets the criteria of either Paragraph **1.** or **2.** below:

1. 20% discount shall be afforded when the airbag is installed in the driver-side-only position.

2. 30% discount shall be afforded when the airbags are installed in both front outboard seat positions.

H. Out Of State Vehicle

A 310% surcharge shall be applied to Liability and Medical Payments Coverages for any "out of state vehicle(s)". For the purpose of this rule, any vehicle which is garaged outside of North Carolina for at least six months in a given year shall be considered an "out of state vehicle". A vehicle shall not be considered an "out of state vehicle" if the principal operator of the vehicle is:

1. A student and resides at an educational institution outside of North Carolina; or

2. An individual in active military service with the armed forces of the United States of America.

I. Optional Rating Characteristics

Companies may use the following optional rating characteristics or any combination of such optional rating characteristics and Bureau filed classifications to determine rates by coverage, as long as applicable legal requirements are satisfied. The resulting premium by coverage shall not exceed the premium that would have been determined using the rates, rating plans, classifications, schedules, rules and standards promulgated by the Bureau, except as provided by statute. The rating factor by coverage for any combination of the following optional risk characteristics cannot exceed 1.00, unless the resulting premium by coverage does not exceed the Bureau premium by coverage.

1. Policy characteristics not otherwise recognized in this manual. Examples include: account or multi-policy credit; tiers; continuity of coverage; coverages purchased; intra-agency transfers; number of drivers; number of vehicles; payment history; payment options; prior insurance; and new and renewal status.
2. Driver characteristics not otherwise recognized in this manual. Examples include: years of driving experience; convictions, accidents, claims or incidents; accident-free experience; accident forgiveness; annual mileage; cell phone type and usage; credit information; defensive driving course; good student; home ownership; marital status; and military status.
3. Vehicle characteristics not otherwise recognized in this manual. Examples include: airbags; customization; electronic monitoring or safety devices; engine characteristics; safety features or engineering; theft deterrence/recovery devices; place and type of garaging; type of fuel used; vehicle age, make, model and model year; and vehicle use.
4. Affinity group or other group not otherwise recognized in this manual.
5. Any other rating characteristic or combination of characteristics if filed by a company and approved by the Commissioner.

J. Optional Enhanced Endorsements

Optional Enhanced Endorsements authorized in N.C.G.S. 58-36-43 shall not be reported as part of the statistical data that is used in rate making by the North Carolina Rate Bureau. For the reporting of statistical data for Optional Enhanced Endorsements, please consult your statistical agent.

5. SAFE DRIVER INSURANCE PLAN (SDIP)

The provisions of this Rule apply separately to premiums for Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Eligibility

The Plan shall be applied in rating all eligible autos.

An auto is eligible for rating under this Plan if it is owned:

1. By an individual,

2. Jointly by two or more individuals resident in the same household,

3. By cohabitational partners in accordance with Rule **2.A.,** or

4. By a grantor/settlor of a trust and/or a trust in accordance with Rule **2.G.;**

provided such auto is:

1. A four wheel auto of the private passenger or station wagon type, or

2. A motor vehicle that is a pickup truck or van, if it:

a. Has a Gross Vehicle Weight as specified by the manufacturer of less than 14,000 lbs.; and

b. Is not used for the delivery or transportation of goods or materials unless such use is:

(1) Incidental to the insured's business of installing, maintaining or repairing furnishings or equipment; or

(2) For farming or ranching, or

3. A motorcycle, motorized scooter, auto glide or other similar motorized vehicle of the private passenger type.

Exception

The SDIP applies to policies written for a term in excess of 12 months. Such policy must provide for an annual adjustment of premium.

B. Definitions

1. Driving Record Points

a. Convictions

Records of convictions for moving traffic violations to be considered under this Plan shall be obtained at least annually from the Division of Motor Vehicles (or other governmental entity responsible for maintaining such records) for the applicant and any currently resident operator. For a policy of new business, records of such convictions shall be obtained prior to the sale of the policy.

Exception:

If the records required by this rule for a policy of new business are not available at the time of sale of the policy, or if the applicant for the policy has provided incorrect or incomplete data necessary to access such records, the insurer shall obtain such records and perform an underwriting review within a reasonable period following the binding of coverage.

Points shall be assigned for convictions during the experience period for moving traffic violations of the applicant or any currently resident operator, based on date of conviction, as follows:

(1) Twelve points shall be assigned for a conviction for:

(a) Manslaughter (or negligent homicide) resulting from the operation of a motor vehicle;

(b) Prearranged highway racing or knowingly lending a motor vehicle to be used in a prearranged highway race; or

(c) Failing to stop and render aid when involved in an accident resulting in bodily injury or death (hit-and-run driving);

(d) Impaired driving, including driving a vehicle while under the influence of an impairing substance; driving a vehicle with an alcohol concentration of 0.08 or more; and driving a commercial vehicle with an alcohol concentration of 0.04 or more; and

Note

There shall be no premium surcharge or assessment of points against an insured where **(i)** the insured's driver's license has been revoked under G.S.20-16.5; and **(ii)** the insured is subsequently acquitted of the offense involving impaired driving, as defined in G.S.20-4.01(24a), that is related to the revocation, or the charge for that offense is dismissed.

(e) Transportation for the purpose of sale of illegal intoxicating liquors by motor vehicle.

(2) Ten points shall be assigned for a conviction for:

(a) Highway racing or knowingly lending a motor vehicle to be used in a highway race; or

(b) Speeding to elude arrest.

(3) Eight points shall be assigned for a conviction for:

(a) operating during a period of revocation or suspension of license or registration.

(b) aggressive driving.

(4) Four points shall be assigned for a conviction for:

(a) Failing to stop and report when involved in a motor vehicle accident resulting in property damage only (hit-and-run-driving);

(b) Driving a motor vehicle in a reckless manner;

(c) Passing a stopped school bus;

(d) Speeding in excess of 75 miles per hour when the posted speed limit is less than 70 miles per hour;

(e) Speeding in excess of 80 miles per hour when the posted speed limit is 70 miles per hour or greater; or

(f) Driving by a person less than 21 years old after consuming alcohol or drugs.

(5) Two points shall be assigned for a conviction for:

(a) Illegal passing;

(b) Speeding more than 10 miles per hour over the posted speed limit, provided the total speed was in excess of 55 miles per hour but less than 76 miles per hour;

(c) Speeding 10 miles per hour, or less, in excess of the posted speed limit in a speed zone of 55 miles per hour or greater;

Waiver

For convictions that occur prior to July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ three years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the five years immediately preceding the date of application or the preparation of the renewal.

(d) Following too closely; or

(e) Driving on wrong side of road.

(6) One point shall be assigned for a violation resulting in a conviction for speeding 10 miles per hour, or less, in excess of the posted speed limit of less than 55 miles per hour.

Waiver

For convictions that occur prior to July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ three years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the five years immediately preceding the date of application or the preparation of the renewal.

Exceptions

This **WAIVER** does **NOT** apply to convictions of speeding in a school zone in excess of posted school zone speed.

(7) With respect to any other conviction for a moving traffic violation, one point shall be assigned for each such conviction.

Exception

Convictions for the following shall not be regarded as moving traffic violations:

(a) Inadequate muffler or excess escape of exhaust products;

(b) Improper lights or other equipment except brakes;

(c) Failure to sign or display registration card;

(d) Failure to display license plates;

(e) Failure to have in possession driver's license provided there is a valid one in existence; or

(f) Failure to display current inspection certificate.

b. Accidents

Points shall be assigned for each accident that occurred during the experience period, involving the applicant or any current resident operator, while operating a private passenger auto.

If an accident results both in bodily injury or death and in damage to property, points shall be assigned on the basis of the element of loss (bodily injury, death, or property damage) which generates the greatest number of points for the accident.

ACCIDENTS RESULTING IN BODILY INJURY OR DEATH

(1) One point shall be assigned for each at-fault auto accident that results in total bodily injuries to all persons of $1,800 or less.

(2) Three points shall be assigned for each at-fault auto accident that results in:

(i) Death or

(ii) Total bodily injury to all persons in excess of $1,800.

Exception

If the insured furnishes adequate proof that incurred medical costs related to the accident were solely for diagnostic purposes and that the accident did not result in any bodily injury, no SDIP points for bodily injury will be assigned, or points for bodily injury assigned as a result of the accident will be removed as of the most recent policy effective date.

ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY

(1) Three points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $3,850 or more.

(2) Two points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, in excess of $2,300 but less than $3,850.

(3) One point shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $2,300 or less.

Exception

No points are assigned for accidents occurring under the following circumstances:

(a) Auto lawfully parked (if the parked vehicle rolls from the parked position then any such accident is charged to the person who parked the auto); or

(b) The applicant, owner or other resident operator reimbursed by, or on behalf of, a person who is responsible for the accident or has judgment against such person; or

(c) Auto is struck in the rear by another vehicle and the applicant or other resident operator has not been convicted of a moving traffic violation in connection with this accident; or

(d) Auto operated by the applicant or any resident operator is struck by a "hit-and-run" vehicle, if the accident is reported to the proper authority within 24 hours by the applicant or resident operator; or

(e) Accidents involving damage by contact with animals or fowl; or

(f) Accidents involving Physical Damage, limited to and caused by flying gravel, missiles, or falling objects.

(g) Accidents occurring as a result of the operation of a firefighting, rescue squad, or law enforcement vehicle in response to an emergency if the operator of the vehicle at the time of the accident was a paid or volunteer member of any fire department, rescue squad, or any law enforcement agency. This exception does not include an accident occurring after the vehicle ceases to be used in response to the emergency and the emergency ceases to exist.

Notes

(1) For the purpose of this Plan, a "conviction" shall mean a plea of guilty, a plea of no contest, ~~or of nolo contendere~~ or the determination of guilt by a jury or by a court, even if no sentence has been imposed, or if imposed, has been suspended, ~~though no sentence has been imposed (prayer for judgment continued) or, if imposed, has been suspended (unless it is the first prayer for judgment continued for all licensed operators in the household);~~ and it includes a forfeiture of bail or collateral deposited to secure appearance in court of the defendant, unless the forfeiture has been vacated. A "prayer for judgment continued" shall mean a determination of guilt by a jury or a court though no sentence has been imposed. With respect to a prayer for judgment continued for any moving traffic violation, there shall be no premium surcharge nor any assessment of points unless the vehicle owner, principal operator, or any licensed operator in the owner's household has a driving record consisting of a prayer or prayers for judgment continued for any moving traffic violation or violations during the five years immediately preceding the date of application or the preparation of the renewal.

(2) For the purpose of this Plan, a "moving traffic violation" shall include an infraction as described in **G.S. 14-3.1.**

(3) The phrase "at-fault" means "negligent". No points shall be assigned for accidents when the operator of an insured vehicle is free of negligence.

(4) References to other operators residing in the applicant's household shall also include a principal operator who is not a resident in the applicant's household.

(5) In the event the applicant or any current resident operator has an at-fault accident and is convicted of a moving traffic violation in connection with the accident, only the higher surcharge points between the accident and the violation shall be assigned.

(6) The One Point accident surcharge in Section **B.1.b.(3)** of this rule does not apply if both of the following conditions are met:

(a) The operator was not convicted of a moving traffic violation in connection with the accident; and

(b) The vehicle owner, principal operator, and all licensed operators in the owner's household have had no convictions for moving traffic violations and no other at-fault accidents during the three-year period immediately preceding the date of the application or the date of preparation of the renewal.

(7) With respect to at-fault accidents occurring on or after October 1, 2012, the phrase "total damage to all property" shall be determined based on the following:

(a) For damage to property not owned by the insured, amounts paid or payable to third parties for damage to property, rental reimbursement, loss of use, towing and labor and storage shall be included in the calculation of the accident threshold.

(b) For damage to property owned by the insured, amounts paid or payable for damage to owned property, towing and labor and storage shall be included in the calculation of the accident threshold. Amounts paid for rental reimbursement and loss of use shall not be included in the calculation of the accident threshold.

(8) For a conviction or at-fault accident that occurs while the operator holds only a learner's permit or limited learner's permit, points shall not be assigned until the operator becomes a licensed driver (including limited provisional license or full provisional license) and shall then be assigned for the remainder of the experience period.

2. Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

C. Driving Record Sub-Classification

The driving record sub-classification shall be determined from the number of Driving Record Points accumulated during the experience period as follows:

Number of Driving Record Points	Driving Record Sub-Classification
0	0
1	1
2	2
3	3
4	4
5	5

6	6
7	7
8	8
9	9
10	10
11	11
12 Or More	12
Not Eligible For Plan	NE

D. Driving Record Surcharge Premium

1. Single Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Multiply the base premium for each coverage applicable to the auto by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

c. The Driving Record Surcharge Premium for each coverage of the auto equals the SDIP Surcharge for that coverage.

d. Add the applicable Driving Record Surcharge Premium for each coverage to the otherwise applicable premium for each coverage of the auto.

2. Multi-Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Select the auto with the highest Total Base Premium for all coverages combined.

TOTAL BASE PREMIUM is the sum of the base premiums for Bodily Injury and Property Damage Liability, Medical Payments, Comprehensive (or Fire, Theft and Combined Additional Coverage) and Collision coverages that apply to the auto.

c. For each coverage applicable to the auto with the highest Total Base Premium for all coverages combined.

Multiply the base premium for each coverage by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

d. The Driving Record Surcharge Premium is determined separately by coverage for each auto that is insured for that coverage and eligible for SDIP rating.

(1) Determine the number of eligible autos insured for each coverage.

(2) The Driving Record Surcharge Premium for each coverage of each auto equals the SDIP Surcharge for that coverage divided by the number of eligible autos insured for that coverage.

(3) If the above calculation results in a fractional dollar amount for each auto then:

determine the remainder dollar amount and add it to the Driving Record Surcharge Premium for one of the insured autos and disregard the fractional dollar amounts.

Note

The Whole Dollar Premium Rule does not apply in this instance.

(4) If an auto is insured for a coverage not applicable to the auto with the highest Total Base Premium for all coverages combined, then no surcharge applies to that coverage.

e. Add the applicable Driving Record Surcharge Premium for each coverage of each auto to the otherwise applicable premium for each coverage of each auto.

3. Statistical Coding

a. Single Car Risks – Assign the Driving Record Sub-Classification Statistical Code, reflecting the number of points, to the auto.

b. Multi-Car Risks – Assign the Driving Record Sub-Classification Statistical Code reflecting:

(1) The number of driving record points, to the auto with the highest Total Base Premium.

(2) Zero driving record points, to each other auto insured on the policy.

E. Cancellations and Changes

1. Policies for Terms Not Exceeding One Year

No policy shall be endorsed in term to effect a change of Driving Record Sub-Classification except to recognize the addition or deletion of an operator.

2. Policies for Terms Exceeding One Year

No policy shall be endorsed to effect a change of Driving Record Sub-Classification until the next annual anniversary of the inception of the policy except to recognize the addition or deletion of an operator.

PRIMARY CLASSIFICATION RATING FACTORS∗

Use						
	Pleasure Use	**Drive to or from Work**		**Business Use**	**TNC Activity∗∗**	**Farm Use**
Coverage	**(1A)**	**Less than 10 Miles (1B)**	**10 or More Miles (1C)**	**(3)**	**TNC**	**(1AF)**
B.I., P.D., Med. Pay	1.00	1.05	1.05	1.05	1.20	.75
Collision	1.00	1.15	1.15	1.15	(a)	.75
Comprehensive Fire, Theft, C.A.C.	1.00	1.25	1.25	1.25	(a)	.75

SINGLE OR MULTI-CAR RISKS AND INEXPERIENCED OPERATOR∗
Add the following rating factors to the Use Rating Factor:

No Inexperienced Operator			
Single or Multi-Car Risks	**BI, PD, and Med. Pay.**	**Collision**	**Comprehensive, Fire, Theft, and CAC**
Single Car	**Factor** 0.00	**Factor** 0.00	**Factor** 0.00
Multi-Car	**Factor** -0.35	**Factor** -0.35	**Factor** -0.10

Inexperienced Operator				
Single or Multi-Car Risks		**BI, PD, and Med. Pay.**	**Collision**	**Comprehensive, Fire, Theft, and CAC**
Single Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.60	**Factor** +2.30	**Factor** +0.20
	Less than Two Years	**Factor** +1.60	**Factor** +1.50	**Factor** +0.20
	Less than Three Years	**Factor** +1.25	**Factor** +1.35	**Factor** +0.20
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.75	**Factor** +1.40	**Factor** +0.10
	Less than Two Years	**Factor** +0.85	**Factor** +0.80	**Factor** 0.00
	Less than Three Years	**Factor** +0.65	**Factor** +0.60	**Factor** 0.00
Multi-Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.25	**Factor** +1.95	**Factor** +0.10
	Less than Two Years	**Factor** +1.25	**Factor** +1.15	**Factor** +0.10
	Less than Three Years	**Factor** +0.90	**Factor** +1.00	**Factor** +0.10
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.40	**Factor** +1.05	**Factor** 0.00
	Less than Two Years	**Factor** +0.50	**Factor** +0.45	**Factor** -0.10
	Less than Three Years	**Factor** +0.30	**Factor** +0.25	**Factor** -0.10

∗ For Statistical Coding Requirements – Refer to page NC-E-Coding.

** Applies only to those vehicles on policies ceded to the North Carolina Reinsurance Facility affording coverage for TNC activity under Endorsement **PP 55 45.**

(a) For rating a policy that affords this coverage, please refer to the individual company writing the coverage.

SAFE DRIVER INSURANCE PLAN FACTORS AND CODES

Use the following rating factors to determine the Driving Record Surcharge Premium as explained in the Safe Driver Insurance Plan Rule.

Use the statistical code indicated for the Driving Record Sub-Classification.

Number of Driving Record Points	Driving Record Sub-Classification	Statistical Code	SDIP Rating Factor
0	0	00	0.00
1	1	01	0.40
2	2	02	0.55
3	3	03	0.70
4	4	04	0.90
5	5	05	1.10
6	6	06	1.40
7	7	07	1.70
8	8	08	2.00
9	9	09	2.30
10	10	10	2.60
11	11	11	3.00
12 or more	12	12	3.40
Vehicles Not Eligible For SDIP – Add the following rating factor to the otherwise applicable Combined Rating Factor. Use the statistical code shown below.			
Not Eligible	NE	95	+0.10

MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD VIRTUALLY DECEMBER 13, 2024

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Rick Pierce*
	AJ Robinson
Erie Insurance Company	Joel Gross
Government Employees Insurance Co	Monica Grillo
Hartford Accident and Indemnity Company	Eric Mize
Liberty Mutual Insurance Company	Mark Sweder
	Carole Schumacher*
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon*
	Jennifer Honeycutt
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaarwerk
State Farm Mutual Automobile Insurance Company	Jennifer Heizer*
	Al Baldonado
Travelers Insurance Company	Molly Bowtruczyk*

OTHERS PRESENT	REPRESENTED BY
Insurance Services Office	Dave DeNicola
	Carly Seaman
	Brett Moberg
	Paul Ericksen*
	Isaac Wash
	Dave Markowitz
Milliman	Paul Anderson
Young Moore and Henderson, P.A.	Brian Beverly*
	Lisa Leeaphorn
	Mickey Spivey*
Staff	Joanna Biliouris*
	Jarred Chappell*
	Andy Montano
	Rebecca Williams
	Stephanie Gunn
	Hayley Embley
	Karen Ott
	Terry Collins*

*Partial attendance

The meeting commenced at approximately 8:30 A.M., Mr. Sweder of Liberty Mutual Insurance Company presiding.

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Attention was directed to the Antitrust Compliance Policy, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. 2025 Private Passenger Automobile Class Plan Review

   Mr. Montano opened the discussion, stating that the purpose of this meeting is to review the classification plan factors that are required by statute to be reviewed every 3 years.

   Attention was directed to an exhibit prepared by Insurance Services Office (ISO) and previously distributed with the agenda. Mr. Wash reviewed the exhibit in detail, stating that 1) ISO utilized both univariate and multivariate analysis methodologies in this year's class plan evaluation; 2) the "all coverages" model was used to obtain indicated SDIP factors; and 3) three "by coverage" models were used to obtain the remaining class factors, namely the multicar discount, inexperienced operator surcharge, and use surcharge.

   Mr. Wash reviewed the summary of indicated factors for the multicar discount, inexperienced operator surcharges, use surcharges, and Safe Driver Insurance Plan surcharges.

   After review and discussion, the Committee considered the current and indicated relativities and made selections.

   A motion was made, seconded, and passed to approve the classification factors as discussed.

   Mr. Wash stated that using a multivariate approach to classification pricing in North Carolina has the potential to improve risk segmentation for Collision and Comprehensive coverages. He stated that the Rate Bureau could benefit from this approach if multiplicative rating was used instead of the current additive rating approach.

   Mr. Montano noted that the Personal Auto Policy Subcommittee will meet to discuss various topics regarding changes to the rating plans.

   Mr. DeNicola continued the review of the exhibit, calling attention to the framework on developing any inexperienced operator clean driving record discounts as a result of recent legislation.

   Mr. Montano stated that the review and discussion of any discounts will be revisited at the January 8, 2025 meeting. He also noted that Towing & Labor as well as deductible relativities will be presented at the upcoming January meeting.

2. Territory Review

   Mr. Wash called attention to an exhibit regarding the 2025 Private Passenger Auto Territory Review prepared by ISO and previously distributed with the agenda. He stated that North Carolina statute requires the Rate Bureau to review the territory definitions every ten years to determine whether territories are proper and reasonable. He stated that the current auto territories were implemented in 2015 and that that was when the territories became ZIP code-based. Mr. Wash and Mr. Markowitz presented a high-level overview of the evaluation of current territory definitions based on the most recent data available.

   After discussion, the Committee agreed to continue review and discussion of territories and to consider delegating the issue to the Personal Auto Policy Subcommittee or the Auto Territory Task Force.

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3. Session Laws 2023-133 and 2024-29

   Attention was directed to an exhibit regarding rule changes in the Personal Auto Manual as a result of legislative changes. Ms. Seaman reviewed the rules, stating that Rule 4 expands the surcharge period for Inexperienced Operators to eight years and Rule 5 expands the surcharge period for certain SDIP points to five years.

   Mr. Montano stated that the revised rules will be filed at the same time as the revised classification factors.

4. Report of Counsel and Staff

   No reports at this time since reports were given at the December 11, 2024 meeting.

5. Adjournment

   There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano

Director, Personal Lines

Draft

AM:ko
AC-24-9
1/30/2025

Automobile Committee
Meeting Agenda

Date: January 8, 2025 **Time: 9:00 AM (EDT)** **In-Person/Zoom Teleconference**

The link below will provide video and audio. If your computer does not allow audio/microphone, please dial in separately.

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1. **Welcome**

2. **Roll Call**

3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3)**

4. **2025 Private Passenger Automobile Rate Review**
   In the December 11, 2024 meeting, the Committee made trend selections pertaining to the 2025 Auto Rate Review based in part on company letters regarding reserve strengthening and expense savings. Staff will present **Exhibit 4**, which includes revised trend exhibits for UM and UIM claim cost, based on ISO analysis of these company letters and Committee direction.

   The Committee will be asked to review the above exhibit and consider any changes to the trend selections for UM and UIM claim cost.

5. **Session Law 2023-133 and Session Law 2024-29**
   In the December 13, 2024 meeting, the Committee reviewed the S.L. 2023-133 and S.L. 2024-29 statutory changes that permit expansion of the surcharge period for inexperienced operators to up to eight years and expand the surcharge period for certain SDIP point assignments to five years. The Committee requested that staff further review the statute language to determine the eligibility and application of the surcharges and any potential discounts. The Committee also reviewed proposed rule revisions to the Personal Auto Manual necessitated by S.L. 2023-133 and S.L. 2024-29 to **Rule 4. Classifications** (**Exhibit 5)** and **Rule 5. Safe Driver Insurance Plan** (**Exhibit 6)** regarding expansion of the surcharge periods**.** The Committee requested editorial changes to **Rule 5. Safe Driver Insurance Plan**.

   The Committee will be asked to review the above exhibits and direct staff on the next steps.

6. **Private Passenger Automobile Program Changes**
   Staff will present **Exhibit 7**, which includes a summary and proposed program changes for the following:
   - **Personal Auto Manual Rule 14.E Extended Transportation Expenses Coverage**
   - **Personal Auto Manual Rule 14.F Towing and Labor Costs**

   The Committee will be asked to review the above exhibit and direct staff on the next steps.

7. **2025 Private Passenger Auto Rate Level Indications**
   ISO will present **Exhibit 8**, which includes a summary of preliminary rate level indications using the selections made at the December 11, 2024 meeting of the Committee.

   The Committee will be asked to review the indications and make a recommendation to the Governing Committee.

8. **Deductible Relativities Review**
   Staff will present **Exhibit 8**, which includes proposed updates to Deductible Relativities based on ISO analysis. The Committee will be asked to consider whether to propose updates to the deductible relativities.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.

9. **Auto Rate Order Calculation**
   At the December 11, 2024 meeting, the Committee reviewed a draft of the rate order calculation presented by staff. The Committee requested revisions to the Rate Order Calculation **(Exhibit 9)**, including which Miscellaneous Vehicle Types should be included**.** The Committee will also be asked to consider whether the rate order calculation and rating examples should be published in the Personal Auto Manual, Circular, or through the NCRB Member Portal.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.

10. **Report of Staff and Counsel**
    Staff and counsel will report on any recent developments.

11. **Other Business**

12. **Adjournment**
    If there is no further business, the telephone conference will be adjourned.

AM:ko
Attachments
AC-25-1
1/6/2025

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

NORTH CAROLINA

PRIVATE PASSENGER LIABILITY INSURANCE
UNINSURED MOTORISTS BODILY INJURY
CLAIM COST TREND

(1) Accident Year Ended	(2) Basic Limit Losses (A)(B)	(3) Incurred Claims	(4) UMBI Claim Cost (2) / (3)
12/31/2012	38,150,466	5,344	7,138.93
12/31/2013	36,783,613	4,985	7,378.86
12/31/2014	35,736,195	4,901	7,291.61
12/31/2015	40,963,607	5,378	7,616.88
12/31/2016	47,136,224	5,962	7,906.11
12/31/2017	47,685,173	5,536	8,613.65
12/31/2018	52,861,552	5,529	9,560.78
12/31/2019	56,991,950	5,471	10,417.10
12/31/2020	66,665,391	5,722	11,650.71
12/31/2021	77,872,585	6,493	11,993.31
12/31/2022	73,270,854	5,795	12,643.81
12/31/2023	87,667,859	6,502	13,483.21

Annual Rates of Change based on the Exponential Curve of Best Fit:

	Revised	Trend Package
4 points	5.0%	5.6%
6 points	6.9%	7.2%
9 points	7.9%	8.0%
12 points	6.6%	6.7%

	Historical	Prospective
Selected:	6.5%	6.5%

(A) Includes all loss adjustment expense and loss development for voluntary and ceded business combined.

(B) 30/60 limit.

NORTH CAROLINA

PRIVATE PASSENGER LIABILITY INSURANCE
UNINSURED MOTORISTS PROPERTY DAMAGE
CLAIM COST TREND

(1) Accident Year Ended	(2) Basic Limit Losses (A)(B)	(3) Incurred Claims	(4) UMPD Claim Cost (2) / (3)
12/31/2012	8,936,756	7,246	1,233.34
12/31/2013	9,924,306	7,033	1,411.11
12/31/2014	10,128,492	6,863	1,475.81
12/31/2015	12,185,957	7,786	1,565.11
12/31/2016	14,703,863	9,348	1,572.94
12/31/2017	14,877,008	9,517	1,563.20
12/31/2018	14,749,224	9,816	1,502.57
12/31/2019	15,319,193	9,941	1,541.01
12/31/2020	16,136,927	8,914	1,810.29
12/31/2021	20,454,873	10,160	2,013.27
12/31/2022	23,783,925	10,016	2,374.59
12/31/2023	23,682,729	9,714	2,438.00

Annual Rates of Change based on the Exponential Curve of Best Fit:

	Revised	Trend Package
4 points	11.2%	11.8%
6 points	11.5%	11.8%
9 points	6.4%	6.5%
12 points	5.4%	5.5%

	Historical	Prospective
Selected:	11.5%	11.5%

(A) Includes all loss adjustment expense and loss development for voluntary and ceded business combined.

(B) $25,000 limit.

NORTH CAROLINA

PRIVATE PASSENGER LIABILITY INSURANCE
UNDERINSURED MOTORISTS
CLAIM COST TREND

(1) Accident Year Ended	(2) Total Limit Losses (A)	(3) Incurred Claims	(4) UIM Claim Cost (2) / (3)
12/31/2012	80,836,813	1,688	47,889.11
12/31/2013	91,334,579	1,786	51,139.18
12/31/2014	79,949,170	1,704	46,918.53
12/31/2015	91,994,184	1,860	49,459.24
12/31/2016	99,189,690	2,177	45,562.56
12/31/2017	103,051,321	2,214	46,545.31
12/31/2018	108,790,945	2,422	44,917.81
12/31/2019	121,132,544	2,496	48,530.67
12/31/2020	116,972,961	2,393	48,881.30
12/31/2021	158,316,061	3,003	52,719.30
12/31/2022	157,025,308	3,044	51,585.19
12/31/2023	178,892,616	3,630	49,281.71

Annual Rates of Change based on the Exponential Curve of Best Fit:

	Revised	Trend Package
4 points	0.0%	0.6%
6 points	2.1%	2.4%
9 points	1.2%	1.3%
12 points	0.5%	0.5%

	Historical	Prospective
Selected:	1.0%	1.0%

(A) Includes all loss adjustment expense and loss development for voluntary and ceded business combined.

4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Autos owned by an individual or owned jointly by two or more individuals are classified as follows:

Refer to Section **C.** below for definitions of terms used in this rule.

Code	Class	Definitions
114	**1A**	There is no BUSINESS USE or TNC ACTIVITY of the auto and the auto is not DRIVEN TO OR FROM WORK OR SCHOOL.
116	**1B**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of less than 10 road miles one way.
117	**1C**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of 10 or more road miles one way.
118	**3**	The auto is used for BUSINESS USE and is not used in TNC ACTIVITY.
119	**1AF**	The auto is a FARM AUTO.
115	**TNC**	The auto is used in TRANSPORTATION NETWORK COMPANY ACTIVITY.

B. Private passenger autos owned by corporations, co-partnerships, or unincorporated associations shall be rated as Class **3.**

Exceptions

1. For corporations, co-partnerships or unincorporated associations owning less than five motor vehicles:

An owned private passenger auto principally furnished to a specified individual shall be classified and rated as if owned by that individual, in accordance with Rule **4.A.,** provided the auto is not used for business purposes and is not used in TNC ACTIVITY.

2. For Farm family co-partnerships or Farm family corporations:

An owned private passenger auto principally garaged on a farm or ranch shall be rated as Class 1AF provided the vehicle is:

a. Not used in any occupation other than farming or ranching, or

b. Not customarily used in going to or from work other than farming or ranching.

3. Notwithstanding 1. and 2. above, any such auto used in TNC ACTIVITY shall be classified as TNC.

C. Definitions

1. BUSINESS USE means that the use of the auto is required by or customarily involved in the duties of the applicant or any other person customarily operating the auto, in an occupation, profession or business, other than going to or from the principal place of occupation, profession or business, and that the auto is not used in TNC ACTIVITY.

2. FARM AUTO means the auto is principally garaged on a farm or ranch, and

a. It is not customarily used in going to or from work other than farming or ranching, or driving to or from school,

b. It is not customarily used in any occupation other than farming or ranching, and

c. that the auto is not used in TNC ACTIVITY.

3. DRIVEN TO OR FROM WORK OR SCHOOL means the auto is not used in TNC ACTIVITY and is customarily used in the course of driving to or from work or school and shall include:
   a. The use of the auto in a car pool or other share the ride arrangement.
   b. Driving part way to or from work or school whether or not the auto is parked at a depot during the day.

   Note

   If an auto is driven to or from work or school on less than a daily basis, the classification used in rating the auto shall be subject to the following:

   (1) If otherwise in Class 1B, the auto shall be classified as 1A if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   (2) If otherwise in Class 1C the auto shall be classified as 1B if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   Refer to company for certification form.

4. TRANSPORTATION NETWORK COMPANY (TNC) ACTIVITY means that:
   a. The auto is used as a public or livery conveyance, including but not limited to any period of time while it is being used by any person who is logged into a transportation network platform as a driver, whether or not a passenger is occupying the vehicle; and
   b. Coverage is afforded, under Endorsement **PP 55 45** or any similar endorsement, for any portion of the time that an insured is logged into a transportation network platform as a driver.
5. RESIDENT means anyone residing in the same household as the applicant and shall include an individual absent from the household while attending school. An individual in active military service with the armed forces of the United States of America shall **not** be included as resident in the same household unless such individual customarily operates the auto.

D. Single and Multi-Car Risks

The applicable Multi-Car Rating Factor shall apply if two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household are insured in the same policy.

Exceptions

1. If a company's policy processing systems do not permit insuring all vehicles in the same policy, the applicable Multi-Car Rating Factor shall apply if the company insures two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household.

   This exception applies only to companies that do not issue multi-car policies or whose policy processing systems limitations necessitate insuring one car (in a multi-car situation) on a separate policy. This exception does not permit a company to apply the Multi-Car Rating Factor on a single car policy where, for underwriting or other reasons, the company voluntarily elects to insure one vehicle on a single car policy when that vehicle could be insured on a multi-car policy.
2. The Multi-Car Rating Factor shall not apply to antique autos as defined in the Miscellaneous Types rule.

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. Inexperienced Operator

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. Such surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

   Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.
   a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

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b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files for at least three years from the inception of the policy the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The surcharge shall not be applied for more than three years regardless of policy term or effective date.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

3. Safe Driver Discount

Licensed drivers subject to the Inexperienced Operator surcharges for a period of up to eight years, as described in Paragraph ***F.1.*** of this rule, may be eligible for an inexperienced safe driver discount after three full years of driving experience, subject to the following:

a. To be eligible for the premium discount, an inexperienced licensed driver cannot have any at-fault accidents or convictions on their driving record, whether or not such at-fault accidents or convictions result in the assignment of points under the Safe Driver Insurance Plan.

b. Any at-fault accidents or convictions shall preclude the inexperienced licensed driver from being eligible for the premium discount for a period of five years.

c. Eligibility for the premium discount terminates once the inexperienced driver has been licensed for eight years or when the inexperienced driver has any at-fault accidents or convictions.

Note

For purposes of Paragraph ***F.3.*** of this rule, convictions on a driving record shall include convictions for which a prayer for judgment continued was granted.

G. Airbag Discount

The following discounts apply to Medical Payments Coverage Only. To qualify, the private passenger auto must be equipped with a factory installed airbag(s) which conforms to the federal crash protection requirements, and meets the criteria of either Paragraph **1.** or **2.** below:

1. 20% discount shall be afforded when the airbag is installed in the driver-side-only position.

2. 30% discount shall be afforded when the airbags are installed in both front outboard seat positions.

H. Out Of State Vehicle

A 310% surcharge shall be applied to Liability and Medical Payments Coverages for any "out of state vehicle(s)". For the purpose of this rule, any vehicle which is garaged outside of North Carolina for at least six months in a given year shall be considered an "out of state vehicle". A vehicle shall not be considered an "out of state vehicle" if the principal operator of the vehicle is:

1. A student and resides at an educational institution outside of North Carolina; or

2. An individual in active military service with the armed forces of the United States of America.

I. Optional Rating Characteristics

Companies may use the following optional rating characteristics or any combination of such optional rating characteristics and Bureau filed classifications to determine rates by coverage, as long as applicable legal requirements are satisfied. The resulting premium by coverage shall not exceed the premium that would have been determined using the rates, rating plans, classifications, schedules, rules and standards promulgated by the Bureau, except as provided by statute. The rating factor by coverage for any combination of the following optional risk characteristics cannot exceed 1.00, unless the resulting premium by coverage does not exceed the Bureau premium by coverage.

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1. Policy characteristics not otherwise recognized in this manual. Examples include: account or multi-policy credit; tiers; continuity of coverage; coverages purchased; intra-agency transfers; number of drivers; number of vehicles; payment history; payment options; prior insurance; and new and renewal status.
2. Driver characteristics not otherwise recognized in this manual. Examples include: years of driving experience; convictions, accidents, claims or incidents; accident-free experience; accident forgiveness; annual mileage; cell phone type and usage; credit information; defensive driving course; good student; home ownership; marital status; and military status.
3. Vehicle characteristics not otherwise recognized in this manual. Examples include: airbags; customization; electronic monitoring or safety devices; engine characteristics; safety features or engineering; theft deterrence/recovery devices; place and type of garaging; type of fuel used; vehicle age, make, model and model year; and vehicle use.
4. Affinity group or other group not otherwise recognized in this manual.
5. Any other rating characteristic or combination of characteristics if filed by a company and approved by the Commissioner.

J. Optional Enhanced Endorsements

Optional Enhanced Endorsements authorized in N.C.G.S. 58-36-43 shall not be reported as part of the statistical data that is used in rate making by the North Carolina Rate Bureau. For the reporting of statistical data for Optional Enhanced Endorsements, please consult your statistical agent.

Exhibit 6

Rule 5. SDIP

Waiver portion of rule

Waiver

For convictions that occur prior to July 1, 2025

These points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period~~ THREE years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

These points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the FIVE years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, these points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

Editorial Note: We presumably would revise the rule again in the future to remove the proviso.

Experience Period portion of rule

Option #1

Experience period - Accidents

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

Experience period - Convictions

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit:

(a) the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal, except that the experience period shall not include any period prior to July 1, 2025; and

(b) SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Option #2

Experience period - Accidents

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

Experience period - Convictions

3 years:

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

5 years:

For convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit:

(a) the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal; and

(b) SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Option #3

Experience period - Accidents

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

Experience period - Convictions

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, and in such cases SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Option #4

Option #4 would entail either Option #1, Option #2, or Option #3 with the inclusion of the following explanatory note:

Note: In no event shall:

(1) the five-year surcharge apply to a conviction that occurred prior to July 1, 2025, or
(2) a conviction that occurred prior to July 1, 2025 and previously satisfied the three-year surcharge be subject to an additional surcharge.

Option #5

2. Experience Period

The experience period shall be the ~~three years immediately~~period of time immediately preceding the date of application or the preparation of the renewal, as specified below.

a. Five Years

For convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

b. **Three Years**

SDIP points shall be applied to a policy for a period of not less nor more than three policy years for accidents and all other convictions not described in Paragraph **B.2.a.** above.

Option #6

2. Experience Period

The experience period shall be the ~~three years immediately~~period of time immediately preceding the date of application or the preparation of the renewal, as specified below.

a. Five Years

Convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, will be subject to a five-year experience period. Corresponding SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

b. **Three Years**

Accidents and all other convictions not described in Paragraph **B.2.a.** above, will be subject to a three-year experience period. Corresponding SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

NORTH CAROLINA

REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

SUMMARY OF PRESENT, INDICATED AND SELECTED RATES

	(1)	(2)	(3)
Daily/Monthly Limit	Present Rate ($)	Indicated Rate ($)(a)	Selected Rate ($)
$15/$450	13	22.28	22
$30/$900	26	44.56	45
$50/$1500	42	71.99	72
$75/$2250	61	104.55	105
$100/$3000	79	135.41	135

(a) See page ETC-2

NORTH CAROLINA
REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

All Limits Combined

Year	(1) Earned Car Years	(2) Paid Claims	(3) Paid Loss	(4) Paid to Inc. Factor	(5) Incurred Losses (3)*(4)	(6) LAE %
2021	2,931,127	133,208	67,010,345	1.021	68,417,562	0.110
2022	3,036,507	141,310	82,809,437	1.033	85,542,148	0.110
2023	3,101,443	148,173	90,888,572	1.015	92,251,901	0.110
tot	9,069,078	422,691	240,708,354		246,211,611	

Year	(7) Loss Adj. Expenses (5)*(6)	(8) Loss Trend Factor (A)	(9) LAE Trend Factor (A)	(10) Projected Incurred Losses (5)*(8)	(11) Projected LAE (7)*(9)
2021	7,525,932	1.020	1.220	69,785,913	9,181,637
2022	9,409,636	1.010	1.173	86,397,569	11,037,503
2023	10,147,709	1.000	1.128	92,251,901	11,446,616
tot	27,083,277			248,435,383	31,665,756

Year	(12) Projected Loss & LAE (10)+(11)	(13) Projected Loss & LAE per expo (12)/(1)	(14) Expected Loss and LAE Ratio	(15) Indicated Rate (13)/(14)
2021	78,967,550	26.94	0.580	46.45
2022	97,435,072	32.09	0.580	55.33
2023	103,698,517	33.44	0.580	57.66
tot	280,101,139	30.89	avg.	$53.26

Daily/Monthly Limit	(16) Limit Distribution	(17) Current Rate $	(18) % Change (15) / (18)-1.000	(19) Indicated Rate $ (18) x ((19)+1.000)	(20)
$15/$450	0.0067	13		22.28	
$30/$900	0.7212	26		44.56	
$50/$1500	0.2483	42		71.99	
$75/$2250	0.0036	61		104.55	
$100/$3000	0.0201	79		135.41	
		avg.	$31.08	71.4%	

(A) Expense Trend annual trend factor = 4.0%

	Collision Claim Frequency Trend Factor	Years of projection Losses and LAE
2021	0.4%	5.06
2022	0.2%	4.06
2023	0.0%	3.06

NORTH CAROLINA

REVIEW OF TOWING AND LABOR COSTS COVERAGE RATES

SUMMARY OF PRESENT AND INDICATED RATES

Limit Per Disablement	Present Rate ($)	Indicated Rate ($)(a)	Selected rate ($)
$25	3	3.03	3
$50	6	6.06	6
$100	9	9.09	9
Unlimited	20	20.20	20

(a) See page TL-2

NORTH CAROLINA
REVIEW OF TOWING AND LABOR COSTS COVERAGE RATES

All Limits Combined

Year	(1) Earned Car Years	(2) Paid Claims	(3) Paid Loss	(4) Paid to Inc. Factor	(5) Incurred Losses (3)*(4)	(6) LAE %
2021	3,196,082	202,409	16,740,429	1.021	17,091,978	0.110
2022	3,296,854	208,896	18,938,987	1.033	19,563,974	0.110
2023	3,369,952	196,551	19,001,347	1.015	19,286,367	0.110
tot	9,862,888	607,856	54,680,763		55,942,319	

Year	(7) Loss Adj. Expenses (5)*(6)	(8) Loss Trend Factor (A)	(9) LAE Trend Factor (A)	(10) Projected Incurred Losses (5)*(8)	(11) Projected LAE (7)*(9)
2021	1,880,118	1.128	1.220	19,279,751	2,293,744
2022	2,152,037	1.092	1.173	21,363,860	2,524,339
2023	2,121,500	1.062	1.128	20,482,122	2,393,052
tot	6,153,655			61,125,733	7,211,135

Year	(12) Projected Loss & LAE (10)+(11)	(13) Projected Loss & LAE per expo (12)/(1)	(14) Expected Loss and LAE Ratio	(15) Indicated Rate (13)/(14)
2021	21,573,495	6.75	0.580	11.64
2022	23,888,199	7.25	0.580	12.50
2023	22,875,174	6.79	0.580	11.71
tot	68,336,868	6.93	avg.	$11.95

(16) T&L Cost Limit Per Disablement	(17) Limit Distribution	(18) Current Rate $	(19) % Change (15) / (18)-1.000	(20) Indicated Rate $ (18) x ((19)+1.000)
$25	0.629%	3		3.03
$50	13.019%	6		6.06
$100	56.728%	9		9.09
Unlimited	29.624%	20		20.20
	avg.	$11.83	1.0%	

(A) Expense Trend annual trend factor = 4.0%

	Collision Claim Frequency Trend Factor	Estimated Claim Cost Trend Factor	Pure Premium Trend Factor	Years of projection Losses and LAE
2021	0.4%	2.0%	2.4%	5.06
2022	0.2%	2.0%	2.2%	4.06
2023	0.0%	2.0%	2.0%	3.06

NORTH CAROLINA
SUMMARY OF RATE LEVEL CHANGES

	EARNED PREMIUMS* AT PRESENT MANUAL RATES	INDICATED RATE LEVEL CHANGE^
Auto Liability:		
Bodily Injury	$2,031,347	13.0% (A)
Property Damage	$2,206,408	27.2% (A)
Medical Payments	$144,549	0.4%
Uninsured Motorists	$220,000	47.6% (B)
Underinsured Motorists	$253,588	41.1% (B)
Auto Liability Total	$4,855,892	22.1%
Auto Physical Damage:		
Comprehensive	$1,291,777	75.8%
Collision	$3,441,089	3.7%
Auto Physical Damage Total	$4,732,866	23.4%
Auto GRAND TOTAL	$9,588,758	22.7%
MOTORCYCLE LIABILITY	$71,214	-9.0% (C)

* In thousands.

^ ASSUMES A 10/1/2025 EFFECTIVE DATE

(A) THE INDICATED RATE LEVEL CHANGES FOR BODILY INJURY AND PROPERTY DAMAGE REFLECT THE COMBINED INDICATIONS FOR BASIC AND HIGHER LIMITS AS FOLLOWS:

	BI	PD
Basic Limit Change (See Section C)=	16.3%	32.4%
Higher Limit Change (See Section G)=	-2.8%	-3.9%
Total Limit Change=	13.0%	27.2%

(B) THREE YEAR AVERAGE WEIGHTED ON EARNED CAR YEARS.

(C) THREE YEAR AVERAGE WEIGHTED ON EARNED PREMIUM AT PRESENT MANUAL RATES.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
TERRITORY RATE LEVEL CHANGES BY COVERAGE

Terr. Code	50/100 B.I.	$50,000 P.D.	50/100/50 Combined	$500 Med Pay	Full Cov Comp	$100 Ded. Coll
110	8.4%	21.0%	15.5%	-0.3%	65.8%	3.0%
120	13.9%	24.8%	19.5%	-0.2%	62.4%	1.1%
130	10.3%	26.0%	18.0%	-0.2%	71.2%	1.9%
140	11.6%	22.2%	16.4%	-7.3%	65.8%	2.7%
150	18.2%	28.3%	23.4%	4.7%	77.8%	4.3%
170	7.0%	22.5%	15.8%	-0.3%	68.8%	0.2%
180	17.6%	23.1%	20.8%	-0.4%	86.7%	-0.8%
190	8.8%	24.2%	17.9%	-6.4%	75.3%	2.9%
200	10.3%	24.5%	17.8%	-0.2%	74.5%	3.5%
210	9.1%	23.0%	16.2%	5.8%	68.4%	3.7%
220	7.5%	24.4%	15.1%	-0.2%	74.1%	3.0%
230	10.0%	27.0%	17.1%	-0.2%	89.5%	5.3%
240	10.1%	26.7%	17.6%	-8.9%	72.3%	-3.3%
250	19.6%	29.2%	24.6%	-3.9%	87.7%	4.1%
260	13.3%	28.4%	21.4%	-0.3%	80.2%	2.4%
270	12.8%	27.7%	21.8%	6.8%	79.7%	4.7%
280	8.3%	26.2%	17.9%	-4.2%	90.5%	5.1%
290	14.6%	24.5%	20.1%	-0.2%	83.7%	2.7%
300	15.3%	30.2%	24.4%	-0.3%	83.7%	6.6%
310	15.2%	34.5%	26.7%	-0.3%	90.7%	11.0%
320	9.5%	25.1%	18.2%	-7.3%	70.9%	3.0%
340	17.3%	29.7%	23.9%	-0.2%	78.7%	3.6%
350	23.1%	27.7%	25.8%	6.3%	76.2%	5.3%
360	15.8%	29.4%	23.1%	-0.3%	79.3%	5.2%
370	12.5%	28.0%	20.9%	-0.3%	82.7%	6.1%
380	12.0%	26.4%	19.6%	4.4%	67.0%	7.6%
390	18.9%	31.4%	26.2%	-0.3%	79.7%	7.6%
420	14.3%	29.7%	21.9%	-0.2%	98.8%	5.2%
440	18.5%	29.8%	24.6%	4.0%	81.1%	3.6%
450	16.9%	29.3%	23.3%	4.0%	76.7%	4.5%
460	9.8%	26.9%	19.7%	5.9%	78.8%	2.9%
470	13.0%	29.1%	21.6%	5.7%	73.2%	2.3%
480	9.9%	25.0%	18.8%	-0.2%	69.7%	1.5%
490	9.4%	27.1%	20.2%	7.5%	66.6%	2.8%
S/W	13.0%	27.2%	20.8%	0.4%	75.8%	3.7%

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES AND EFFECTIVE CHANGE
FOR UNINSURED MOTORISTS COVERAGE

(1) INDICATED CHANGE FOR UNINSURED MOTORISTS COVERAGE (a): 49.5%

UMBI LIMITS	(2) UMBI % OF EARNED EXPOSURES	(3) 7-1-2025 EFFECTIVE RATE ($)	(4) PROPOSED UMBI RATE ($) [((1)+1.000) x (3)]
50/100	51.93%	21	31
100/200	0.56%	24	36
100/300	35.06%	26	39
300/300	1.71%	32	48
250/500	9.85%	33	49
500/500	0.00%	34	51
500/1000	0.49%	38	57
1000/1000	0.39%	40	60
	100.00%		

UMPD LIMITS	(5) UMPD % OF EARNED EXPOSURES	(6) 7-1-2025 EFFECTIVE RATE ($)	(7) PROPOSED UMPD RATE ($) [((1)+1.000) x (6)]
50	70.63%	3	4
100	28.37%	4	6
250	0.78%	6	9
500	0.21%	8	12
750	0.00%	10	15
1000	0.01%	11	16
	100.00%		

(8)	AVERAGE PRESENT UMBI RATE ($) (b):	24.30
(9)	AVERAGE PRESENT UMPD RATE ($) (c):	3.32
(9)	AVERAGE PRESENT UMBI&PD RATE ($) [(8)+(9)]:	27.62
(10)	AVERAGE PROPOSED UMBI RATE ($) (d):	36.14
(11)	AVERAGE PROPOSED UMPD RATE ($) (e):	4.62
(12)	AVERAGE PROPOSED UMBI&PD RATE ($) [(10)+(11)]:	40.76
(13)	EFFECTIVE CHANGE[((12)/(9))-1.000]:	47.6%

Notes:
(a) See page 22.
(b) Column (3) weighted on Column (2). The exposure weights in Column (2) reflect an assumed shift from 30/60 limits to 50/100 limits in response to the increase in the required minimum limits effective 7-1-2025.
(c) Column (6) weighted on Column (5). The exposure weights in Column (5) reflect an assumed shift from $25,000 limit to $50,000 limit in response to the increase in the required minimum limits effective 7-1-2025.
(d) Column (4) weighted on Column (2).
(e) Column (7) weighted on Column (5).

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES FOR
UNDERINSURED MOTORISTS

LIMITS	(1) % OF EARNED EXPOSURES	(2) 12-1-2024 Eff. RATE ($)	(3) 7-1-2025 Eff. RATE ($)	(4) PROPOSED RATE ($) [(3)x(8)]	(5) PERCENT CHANGE [(4)/(3)]
50/100	34.69%	12	34	48	41.2%
100/200	0.77%	36	60	85	41.7%
100/300	47.64%	49	61	86	41.0%
300/300	2.33%	71	118	167	41.5%
250/500	13.39%	89	109	154	41.3%
500/500	0.00%	133	141	199	41.1%
500/1000	0.67%	151	143	202	41.3%
1000/1000	0.52%	171	186	263	41.4%
	100.00%				

(6)	AVERAGE PRESENT RATE ($) (a):	43.25
(7)	INDICATED AVERAGE RATE ($) (b):	61.16
(8)	INDICATED CHANGE [((7)/(6))-1.0]:	41.4%
(9)	AVERAGE PRESENT RATE ($) (c):	60.58
(10)	AVERAGE PROPOSED RATE ($) (d):	85.50
(11)	EFFECTIVE CHANGE[((10)/(9))-1.0]:	41.1%

Notes:
(a) Column (2) weighted on Column (1). Column (2) represents the present rates corresponding to the pre-SB 452 UIM experience shown on page 23.
(b) See page 23.
(c) Column (3) weighted on Column (1). Column (3) represents the present rates corresponding to the post-SB 452 UIM coverage provisions to become effective 7-1-2025.
(d) Column (4) weighted on Column (1)

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2023

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	732,526,355	1,208,609,901	68,820,379
(2) Loss Development Factor (b)	1.176	1.070	1.051
(3) Developed Losses and ALAE (1)x(2)	861,450,993	1,293,212,594	72,330,218
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	93,036,707	142,253,385	7,811,664
(6) General and Other Acquisition Expenses (c)	184,105,863	226,496,551	20,525,751
(7) Earned Exposures (a)	7,965,903	7,965,903	5,079,668
(8) Average Annual Change in Losses and ALAE (See page 32)	4.5%	6.5%	2.5%
(9) Average Annual Change in Expenses (See page D-31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	3.06	3.06	3.06
(11) Years of Trend - ULAE (e)	3.06	3.06	3.06
(12) Years of Trend - G & OA Expenses (f)	2.75	2.75	2.75
(13) Projected Losses and ALAE (d)	985,499,936	1,568,666,877	77,971,975
(14) Projected ULAE (e)	104,945,405	160,461,818	8,811,557
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	136.89	217.07	17.08
(16) Projected G & OA Expenses (f)	205,093,931	252,317,158	22,865,687
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.75	31.67	4.50
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	162.64	248.74	21.58
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 26)	0.825	0.825	0.825
(21) Net Premium Required per exposure [(18)/((20)-(19))]	197.86	302.60	26.25
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.12	27.71	2.40
(24) Premium Required per exposure [((21)+(23))]	215.98	330.31	28.65
(25) Distributional Adjustment Factor (h)	0.873	0.874	1.600
(26) Selected Higher Limits Change (See page 25)	-2.8%	-3.9%	0.0%
(27) Required 30/60/25 Base Class Premium [(24)/(25)x(1.0+(26))]	240.47	363.19	17.91
(28) Increased Limits Factors 30/60/25 to 50/100/50	1.21	1.091	
(29) Required 50/100/50 Base Class Premium [(27)x(28)]	290.97	396.24	17.91
(30) Effective Total Limits Change (See page 2)	13.0%	27.2%	0.4%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2022

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	756,217,421	1,203,804,210	66,336,908
(2) Loss Development Factor (b)	1.054	1.012	1.028
(3) Developed Losses and ALAE (1)x(2)	797,053,162	1,218,249,861	68,194,341
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	86,081,741	134,007,485	7,364,989
(6) General and Other Acquisition Expenses (c)	175,403,206	214,922,313	19,605,317
(7) Earned Exposures (a)	7,873,360	7,873,360	5,026,072
(8) Average Annual Change in Losses and ALAE (See page 32)	4.7%	8.3%	2.3%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	4.06	4.06	4.06
(11) Years of Trend - ULAE (e)	4.06	4.06	4.06
(12) Years of Trend - G & OA Expenses (f)	3.75	3.75	3.75
(13) Projected Losses and ALAE (d)	960,449,060	1,683,621,308	74,809,192
(14) Projected ULAE (e)	100,973,882	157,190,780	8,639,132
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	134.81	233.80	16.60
(16) Projected G & OA Expenses (f)	203,116,913	248,880,038	22,702,957
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.80	31.61	4.52
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	160.61	265.41	21.12
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 27)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	195.87	323.67	25.76
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	17.94	29.64	2.36
(24) Premium Required per exposure [((21)+(23))]	213.81	353.31	28.12
(25) Present Average Rate	184.79	248.21	28.44
(26) Indicated Basic Limits Change	15.7%	42.3%	-1.1%
(27) Indicated Higher Limits Change	-2.8%	-3.9%	
(28) Indicated Total Limits Change	12.5%	36.8%	-1.1%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2021

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	771,244,193	1,057,762,895	69,324,601
(2) Loss Development Factor (b)	1.018	1.006	1.013
(3) Developed Losses and ALAE (1)x(2)	785,126,588	1,064,109,472	70,225,821
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	84,793,672	117,052,042	7,584,389
(6) General and Other Acquisition Expenses (c)	167,210,865	205,020,768	18,849,371
(7) Earned Exposures (a)	7,807,560	7,807,560	4,972,810
(8) Average Annual Change in Losses and ALAE (See page 32)	4.7%	9.3%	2.1%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	5.06	5.06	5.06
(11) Years of Trend - ULAE (e)	5.06	5.06	5.06
(12) Years of Trend - G & OA Expenses (f)	4.75	4.75	4.75
(13) Projected Losses and ALAE (d)	990,829,754	1,668,523,652	78,020,887
(14) Projected ULAE (e)	103,448,280	142,803,491	9,252,955
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	140.16	232.00	17.55
(16) Projected G & OA Expenses (f)	201,489,092	247,050,025	22,713,492
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.81	31.64	4.57
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	165.97	263.64	22.12
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 28)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	202.40	321.51	26.98
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.54	29.45	2.47
(24) Premium Required per exposure [((21)+(23))]	220.94	350.96	29.45
(25) Present Average Rate	184.95	248.40	28.62
(26) Indicated Basic Limits Change	19.5%	41.3%	2.9%
(27) Indicated Higher Limits Change	-2.8%	-3.9%	
(28) Indicated Total Limits Change	16.1%	35.8%	2.9%

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2023 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

(h) Distributional adjustment factor = Average Rate / Base Rate.

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2022 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2021 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2021 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2023

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	827,663,022	1,611,637,310
(2) Paid to Incurred Factor	1.015	1.015
(3) Incurred Losses (1)x(2)	840,077,967	1,635,811,870
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	92,408,576	179,939,306
(6) Earned Exposures (c)	6,480,920	6,110,532
(7) General and Other Acquisition Expenses (d)	134,380,907	351,955,383
(8) Average Annual Change in Losses (See page 32)	15.3%	4.0%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	3.06	3.06
(11) Years of Trend - LAE (f)	3.06	3.06
(12) Years of Trend - G & OA Expenses (g)	2.75	2.75
(13) Projected Losses (e)	1,298,760,537	1,845,195,789
(14) Projected LAE (f)	104,236,874	202,971,537
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	216.48	335.19
(16) Projected G & OA Expenses (g)	149,700,330	392,078,297
(17) Projected Fixed Expenses per exposure [(16)/(6)]	23.10	64.16
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.58	399.35
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 26)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.23	500.44
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.26	83.78
(24) Premium Required per exposure [((21)+(23))]	350.49	584.22
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(27) Distributional Adjustment Factor (j)	1.334	0.714
(28) Required Base Class Premium - Model Year 2024, Symbol 11 [(24)/[(25)x(26)x(27)]]	224.26	708.46
(29) Factor for Change in Model Year Base	1.05	1.11
(30) Required Base Class Premium - Model Year 2026, Symbol 11 [(29)x(30)]	$235.47	$786.39
(31) Effective Change (See page 2)	75.8%	3.7%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2022

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	693,340,413	1,542,348,486
(2) Paid to Incurred Factor	1.033	1.033
(3) Incurred Losses (1)x(2)	716,220,647	1,593,245,986
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	78,784,271	175,257,058
(6) Earned Exposures (c)	6,389,388	5,998,263
(7) General and Other Acquisition Expenses (d)	119,832,522	318,862,219
(8) Average Annual Change in Losses (See page 32)	15.8%	5.2%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	4.06	4.06
(11) Years of Trend - LAE (f)	4.06	4.06
(12) Years of Trend - G & OA Expenses (g)	3.75	3.75
(13) Projected Losses (e)	1,299,224,254	1,958,099,317
(14) Projected LAE (f)	92,413,950	205,576,529
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	217.80	360.72
(16) Projected G & OA Expenses (g)	138,766,060	369,242,450
(17) Projected Fixed Expenses per exposure [(16)/(6)]	21.72	61.56
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.52	422.28
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 27)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.15	529.17
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.25	88.59
(24) Premium Required per exposure [((21)+(23))]	350.40	617.76
(25) Present Average Rate	171.69	490.87
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(28) Trended Present Average Rate [(25)x(26)x(27)]	201.15	566.93
(29) Indicated Change [(24)/(28)]	74.2%	9.0%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	569,961,531	1,281,803,927
(2) Paid to Incurred Factor	1.021	1.021
(3) Incurred Losses (1)x(2)	581,930,723	1,308,721,809
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	64,012,380	143,959,399
(6) Earned Exposures (c)	6,375,428	5,966,394
(7) General and Other Acquisition Expenses (d)	106,636,451	274,926,028
(8) Average Annual Change in Losses (See page 32)	16.2%	6.0%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	5.06	5.06
(11) Years of Trend - LAE (f)	5.06	5.06
(12) Years of Trend - G & OA Expenses (g)	4.75	4.75
(13) Projected Losses (e)	1,244,167,886	1,757,613,389
(14) Projected LAE (f)	78,095,104	175,630,467
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	207.40	324.02
(16) Projected G & OA Expenses (g)	128,496,923	331,285,864
(17) Projected Fixed Expenses per exposure [(16)/(6)]	20.16	55.53
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	227.56	379.55
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 28)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	285.16	475.63
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	47.74	79.62
(24) Premium Required per exposure [((21)+(23))]	332.90	555.25
(25) Present Average Rate	173.45	493.31
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(28) Trended Present Average Rate [(25)x(26)x(27)]	203.21	569.75
(29) Indicated Change [(24)/(28)]	63.8%	-2.5%

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2023 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2023 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.

(j) Distributional adjustment factor = Average Rate / Base Deductible Base Class Rate.

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2022 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2022 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =		1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =		1.016	or 1.6% per annum.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3b) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2021 to 7/21/2026.

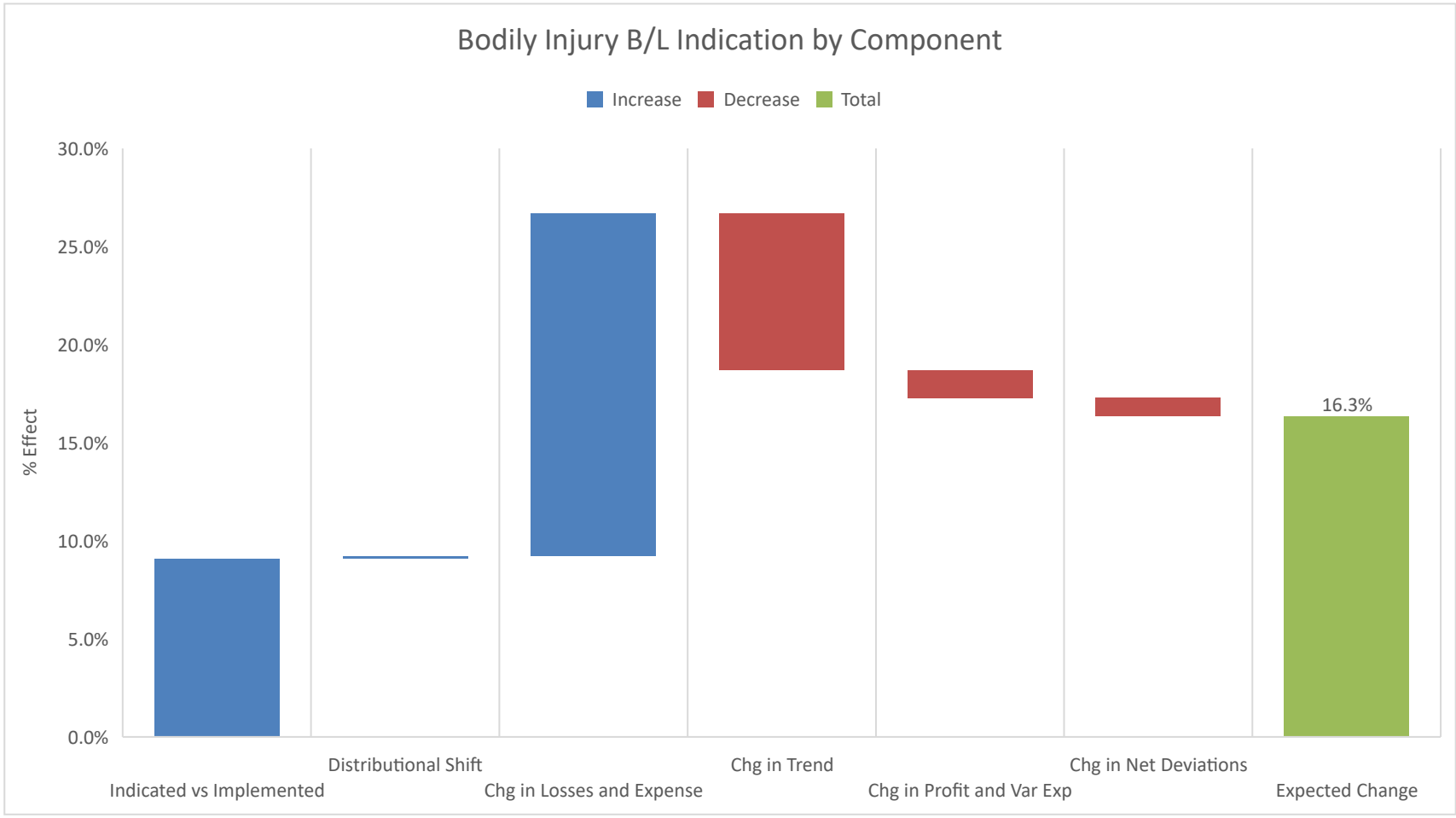
(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2021 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2021 to 4/1/2026.

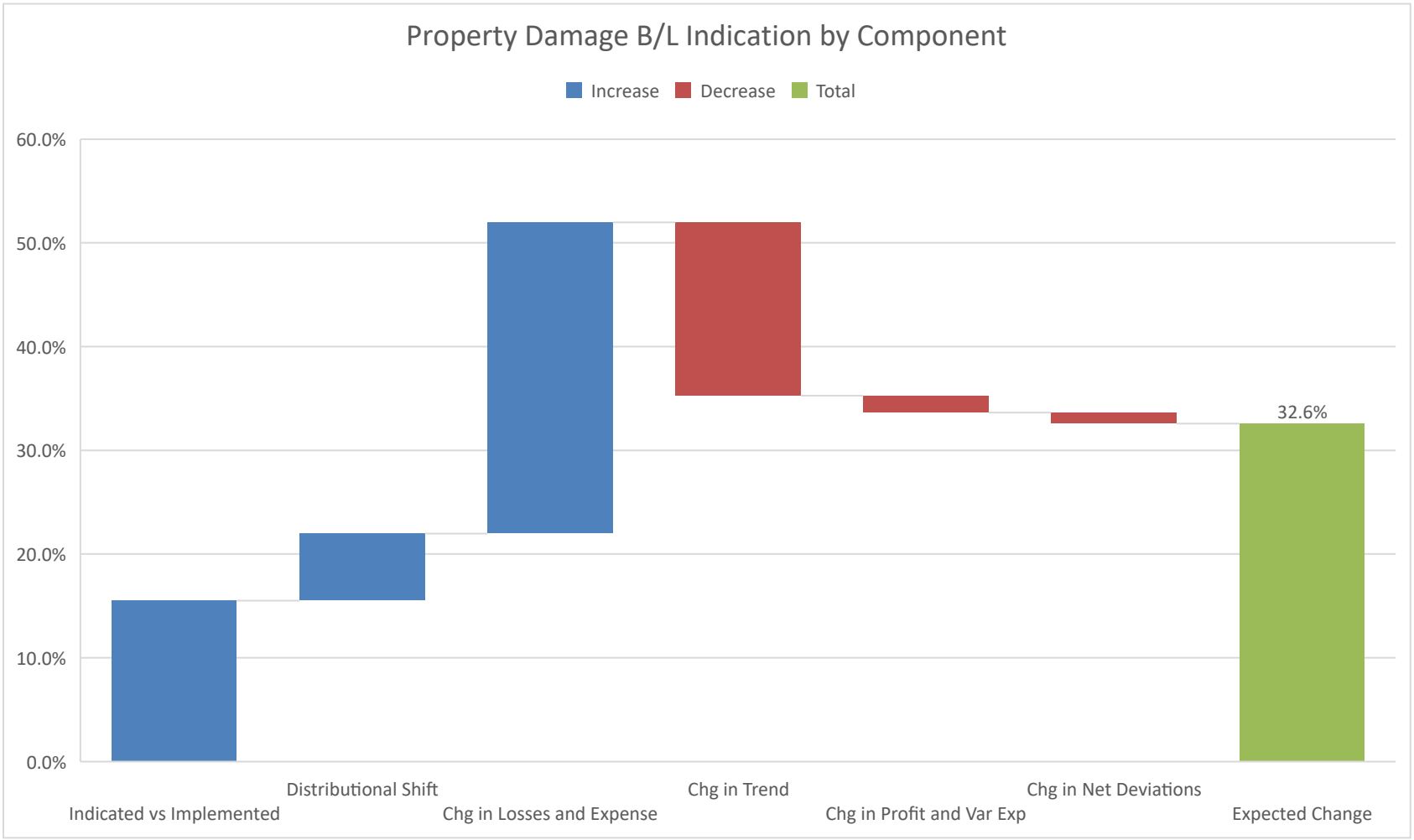
(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

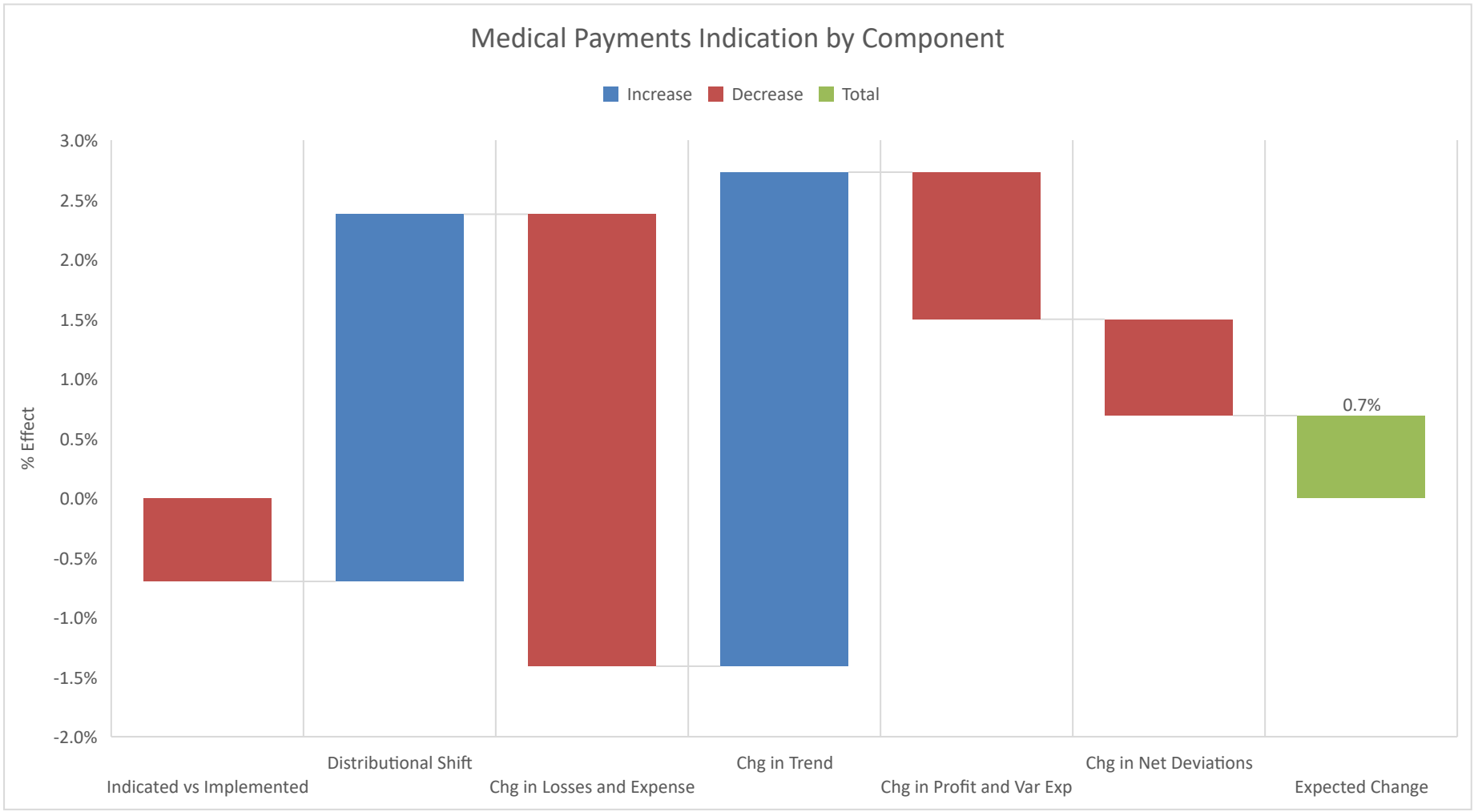
Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.



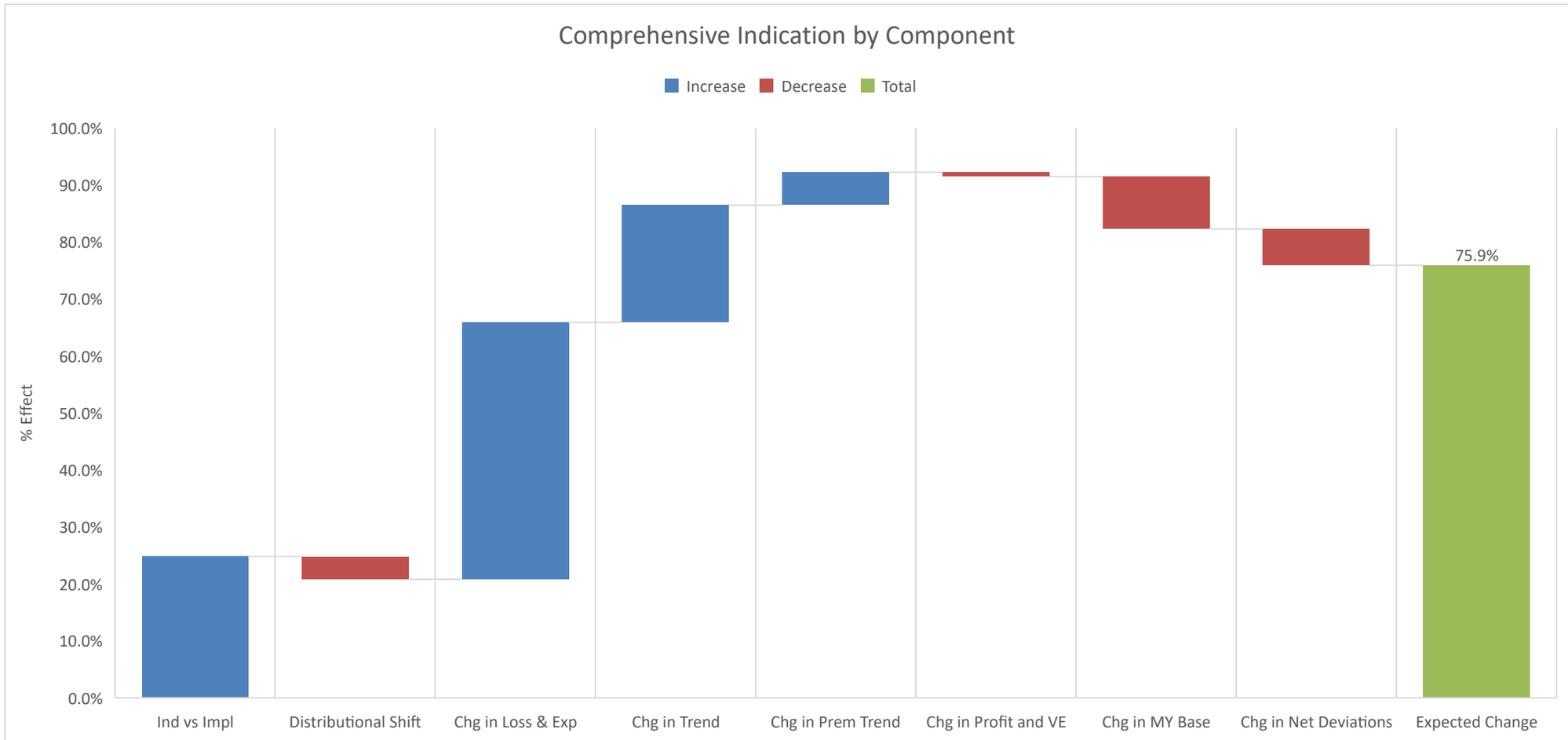
Component	Effect
Indicated vs Implemented	9.1%
Distributional Shift	0.1%
Chg in Losses and Expense	16.0%
Chg in Trend	-6.3%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



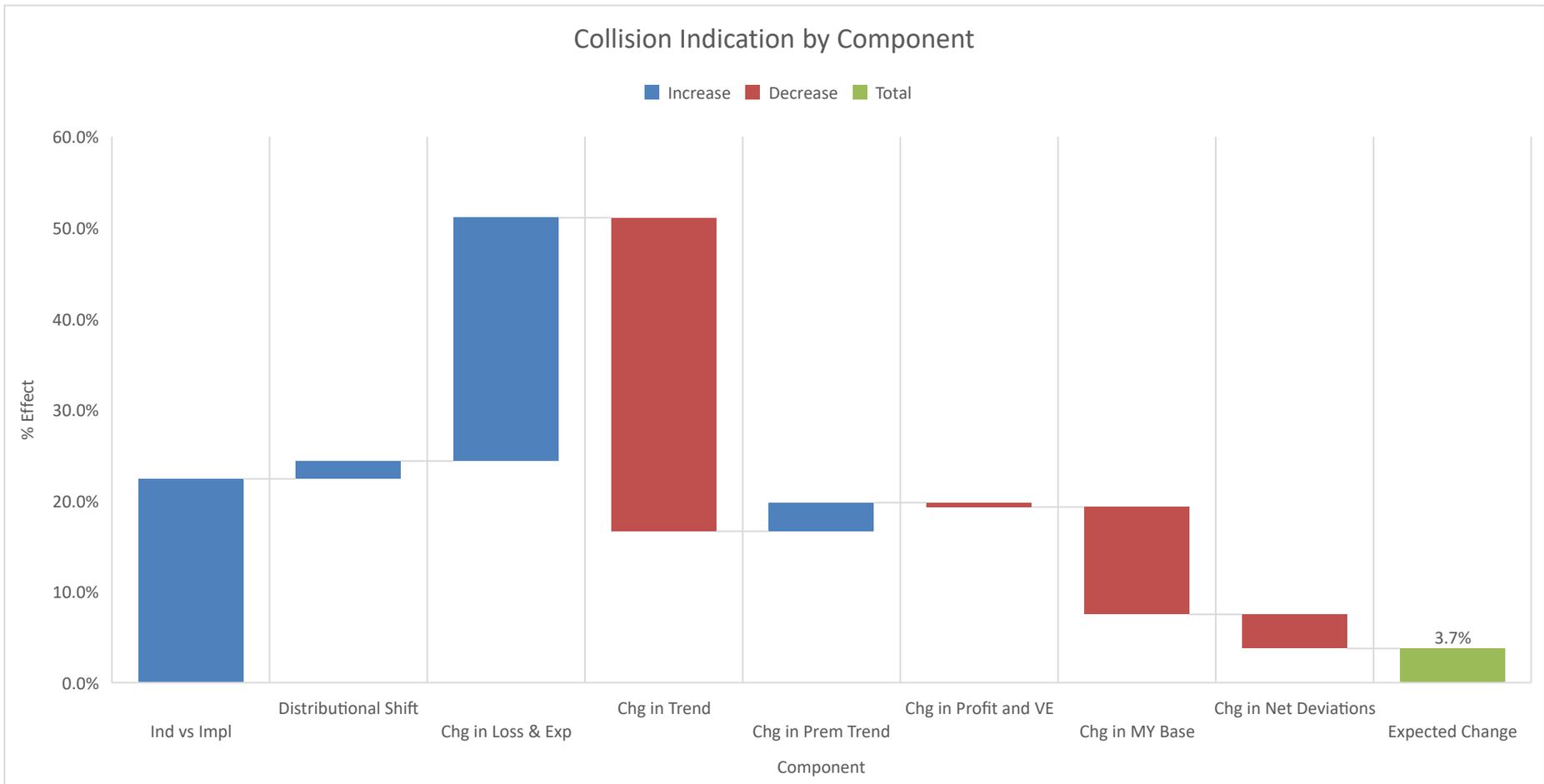
Component	Effect
Indicated vs Implemented	15.5%
Distributional Shift	5.6%
Chg in Losses and Expense	24.6%
Chg in Trend	-11.0%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



Component	Effect
Indicated vs Implemented	-0.7%
Distributional Shift	3.1%
Chg in Losses and Expense	-3.7%
Chg in Trend	4.2%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



Component	Effect
Indicated vs Implemented	24.8%
Distributional Shift	-3.2%
Chg in Losses and Expense	37.3%
Chg in Loss and Expense Trend	12.4%
Chg in Premium Trend	3.1%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-4.8%
Chg in Net Deviations	-3.5%



Component	Effect
Indicated vs Implemented	22.4%
Distributional Shift	1.6%
Chg in Losses and Expense	21.5%
Chg in Loss and Expense Trend	-22.8%
Chg in Premium Trend	2.7%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-9.9%
Chg in Net Deviations	-3.5%

NORTH CAROLINA
UNINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UMBI) (a)	105,608,565	96,014,705	99,208,576
(2) Incurred Losses and ALAE (T/L UMPD) (a)	21,331,325	25,707,220	27,739,473
(3) Loss Development Factor (T/L UMBI) (b)	1.015	1.046	1.188
(4) Loss Development Factor (T/L UMPD) (b)	0.988	0.974	0.927
(5) ULAE Factor (BI) (See page 30)	10.8%	10.8%	10.8%
(6) ULAE Factor (PD) (See page 30)	11.0%	11.0%	11.0%
(7) Developed Losses and LAE (T/L UMBI) [(1)x(3)x[1+(5)]]	118,769,504	111,277,971	130,588,645
(8) Developed Losses and LAE (T/L UMPD) [(2)x(4)x[1+(6)]]	23,393,638	27,793,104	28,543,086
(9) Avg Annual Change in Losses and LAE (UMBI) (See page 32)	7.4%	7.5%	7.6%
(10) Avg Annual Change in Losses and LAE (UMPD) (See page 32)	11.5%	11.5%	11.5%
(11) Years of Trend - Losses (c)	5.06	4.06	3.06
(12) Projected Losses and LAE (T/L UMBI)(c)	170,434,238	149,223,759	163,366,395
(13) Projected Losses and LAE (T/L UMPD)(c)	40,587,962	43,246,070	39,817,605
(14) Earned Exposures (a)	7,807,560	7,873,360	7,965,903
(15) Projected T/L Loss and LAE per exposure (T/L UMBI)[(12)/(14)]	21.83	18.95	20.51
(16) Projected T/L Loss and LAE per exposure (T/L UMPD)[(13)/(14)]	5.20	5.49	5.00
(17) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(18) Permissible Loss and LAE Ratio (See page 29)	0.695	0.695	0.695
(19) Net Premium Required per exposure (T/L UMBI)[(15)/((18)-(17))]	31.55	27.38	29.64
(20) Net Premium Required per exposure (T/L UMPD)[(16)/((18)-(17))]	7.51	7.93	7.23
(21) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(22) Anticipated Deviations per Exposure (T/L UMBI) [[(19)/(1.0-(21))]-(19)]	2.89	2.51	2.71
(23) Anticipated Deviations per Exposure (T/L UMPD) [[(20)/(1.0-(21))]-(20)]	0.69	0.73	0.66
(24) Required T/L Premium per exposure (T/L UMBI)[(19)+(22)]	34.44	29.89	32.35
(25) Required T/L Premium per exposure (T/L UMPD)[(20)+(23)]	8.20	8.66	7.89
(26) Required T/L Premium per exposure [(24)+(25)]	42.64	38.55	40.24
(27) Average (Weighted on exposures in line (14))		40.47	
(28) Average Present Rate		27.07	
(29) Indicated Total Limits Change [((27)/(28))-1.000]		49.5%	
(30) Effective Total Limits Change (See Page 3)		47.6%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Uninsured Motorists Bodily Injury and Uninsured Motorists Property Damage.

(c) Projected losses and allocated loss adjustment expenses = UMBI: $[(7) \times (1 + (9))^{(11)}]$ and UMPD: $[(8) \times (1 + (10))^{(11)}]$ where (11) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

NORTH CAROLINA
UNDERINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UIMBI) (a)	131,214,277	111,206,465	86,702,856
(2) Loss Development Factor (T/L UIMBI) (b)	1.086	1.279	1.886
(3) ULAE Factor (BI) (See page 30)	10.8%	10.8%	10.8%
(4) Developed Losses and LAE (T/L UIMBI) [(1)x(2)x[1+(3)]]	157,888,565	157,594,240	181,181,918
(5) Avg Annual Change in Losses and LAE (See page 32)	7.7%	7.8%	8.1%
(6) Years of Trend - Losses (c)	5.06	4.06	3.06
(7) Projected Losses and LAE (c)	229,727,862	213,855,384	229,919,854
(8) Earned Exposures (a)(e)	5,746,376	5,794,805	5,862,917
(9) Projected T/L Loss and LAE per exposure [(7)/(8)]	39.98	36.90	39.22
(10) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(11) Permissible Loss and LAE Ratio (See page 29)	0.693	0.693	0.695
(12) Net T/L Premium Required per exposure [(9)/((11)-(10))]	57.94	53.48	56.68
(13) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(14) Anticipated Deviations per Exposure [[(12)/(1.0-(13))]-(12)]	5.31	4.90	5.19
(15) Required T/L Premium per exposure [((12)+(14))]	63.25	58.38	61.87
(16) Average (Weighted on exposures in line (8))		$61.16	
(17) Effective Total Limits Change (See Page 4)		41.1%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Underinsured Motorists Bodily Injury.

(c) Projected losses and allocated loss adjustment expenses = $[(10) \times (1 + (11))^{(12)}]$,
where (12) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents average value from 2018-2019, 2021-2023. See page 33.

(e) UIM earned exposures are estimated to be 73.60% of Bodily Injury Liability earned exposures.

NORTH CAROLINA
REVIEW OF BODILY INJURY INCREASED LIMITS

Voluntary and Ceded Business		12/31/2021	12/31/2022	12/31/2023	3 Years Combined	
(1)	Basic limits losses (a)(b)	771,244,193	756,217,421	732,526,355	2,259,987,969	
(2)	Basic limits loss dev. factor	1.018	1.054	1.176		
(3)	Basic limits claim cost trend (See page 32) (d)	3.5%	3.5%	3.5%		
(4)	Years of trend	5.06	4.06	3.06		
(5)	Basic limits trend factor [1+(3)]^(4)	1.190	1.150	1.111		
(6)	Basic limits losses, trended and developed (1)x(2)x(5)	934,300,640	916,611,136	957,072,054	2,807,983,830	
(7)	Total limits losses (b)	951,639,447	933,830,805	873,750,470	2,759,220,722	
(8)	Total limits loss dev. Factor	1.023	1.076	1.242		
(9)	Total limits claim cost trend (See page 32) (d)	3.7%	3.6%	3.5%		
(10)	Years of trend	5.06	4.06	3.06		
(11)	Total limits trend factor [1+(9)]^(10)	1.202	1.154	1.111		
(12)	Total limits losses, trended and developed (7)x(8)x(11)	1,170,179,639	1,159,541,446	1,205,655,071	3,535,376,156	
(13)	Indicated average ilf (12)/(6)	1.252	1.265	1.260	1.259	
(14)	Average increased limits factor	1.291	1.296	1.298	1.295	(c)
(15)	Indicated change to excess limits increments {[(13)-1]/[(14)-1]}-1				-12.2%	
(16)	Indicated total limits change {(13)/(14)}-1				-2.8%	

(a) Basic limits are 30/60.
(b) Based on the statistical plan data reported by member companies.
(c) Three year average
(d) Annualized trend factor incorporating selected historical and prospective claim cost trend factors.

NORTH CAROLINA
REVIEW OF PROPERTY DAMAGE INCREASED LIMITS

Voluntary and Ceded Business		12/31/2021	12/31/2022	12/31/2023	3 Years Combined
(1)	Basic limits losses (a)(b)	1,057,762,895	1,203,804,210	1,208,609,901	3,470,177,006
(2)	Basic limits loss dev. Factor	1.006	1.012	1.070	
(3)	Basic limits losses, developed (1)x(2)	1,064,109,472	1,218,249,861	1,293,212,594	3,575,571,927
(4)	Total limits losses (b)	1,087,706,264	1,247,879,009	1,249,409,880	3,584,995,153
(5)	Total limits loss dev. factor	1.007	1.013	1.078	
(6)	Total limits losses, developed (4)x(5)	1,095,320,208	1,264,101,436	1,346,863,851	3,706,285,495
(7)	Indicated average increased limits factor (6) / (3)	1.029	1.038	1.041	1.037
(8)	Average increased limits factor	1.082	1.081	1.073	1.079
(9)	Indicated change to excess limits increments {[(7)-1]/[(8)-1]}-1				-53.2%
(10)	Indicated total limits change {(7)/(8)}-1				-3.9%

(a) Basic limits are $25,000.

(b) Based on the statistical plan data reported by member companies.

(c) Three year average

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.2%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.5	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.5**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2023 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2022 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2021 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

DERIVATION OF PERMISSIBLE LOSS AND LAE RATIO
FOR UNINSURED AND UNDERINSURED MOTORISTS

	2021	2022	2023
Commission & Brokerage (a)	7.4%	7.4%	7.2%
Taxes, Licenses, Fees (a)	2.3%	2.3%	2.3%
General Administration (a)	5.6%	5.6%	5.6%
Other Acquistion Expenses (a)	7.4%	7.4%	7.4%
Profit (a)	8.0%	8.0%	8.0%
Contingencies (a)	0.0%	0.0%	0.0%
Total	0.307	0.307	0.305
Expected Loss Ratio	0.693	0.693	0.695

(a) See pages 26-28.

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

Calendar Years

	2019	2020	2021	2022	2023	average	average excluding 2020
Liability (a)							
Commission & Brokerage	8.5	8.7	8.2	7.9	7.8	8.2	8.1
Other Acquisition	9.6	10.2	9.8	9.1	7.8	9.3	9.1
General Expenses	7.1	7.7	7.4	6.5	6.5	7.0	6.9
Taxes	2.2	2.2	2.3	2.4	2.4	2.3	2.3
ULAE (BI)	12.3	14.4	11.1	10.4	9.4	11.5	10.8
ULAE (PD)	11.5	13.8	11.8	11.1	9.6	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excluding 2020
Other Acquisition	8.0	8.1	7.6	7.3	6.5	7.5	7.4
General Expenses	5.9	6.1	5.8	5.2	5.5	5.7	5.6

OA and GE are ratios to **manual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Standard Physical Damage							
Commission & Brokerage	8.5	8.2	7.8	7.8	7.9	8.0	8.0
Other Acquisition	8.9	9.5	8.9	8.3	6.9	8.5	8.3
General Expenses	5.8	6.7	6.2	5.8	5.5	6.0	5.8
Taxes	2.3	2.3	2.3	2.3	2.4	2.3	2.3
Loss Adjustment Expenses (b)	11.9	13.9	11.3	10.9	9.8	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

LAE are ratios to Incurred Losses.

	2019	2020	2021	2022	2023	average	average excluding 2020
Consent to Rate Physical Damage							
Other Acquisition	8.0	8.7	8.4	7.5	5.7	7.7	7.4
General Expenses	7.4	8.1	7.4	6.2	6.1	7.0	6.8

C&B, OA, GE, and Taxes are ratios to **actual** premium.

(a) Voluntary and Ceded business combined.
(b) Standard and Consent to Rate business combined.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF SELECTED FACTORS

	Historical			Prospective		
Loss Trends	Claim Cost	Claim Frequency	Pure Premium	Claim Cost	Claim Frequency	Pure Premium
Bodily Injury (B/L)	3.5%	1.5%	5.1%	3.5%	1.0%	4.5%
Bodily Injury (T/L)	4.0%	1.5%	5.6%	3.5%	1.0%	4.5%
Property Damage	10.5%	3.0%	13.8%	6.0%	0.5%	6.5%
Medical Payments	-1.0%	2.5%	1.5%	0.0%	2.5%	2.5%
Comprehensive	13.0%	4.0%	17.5%	13.0%	2.0%	15.3%
Collision	8.0%	1.0%	9.1%	4.0%	0.0%	4.0%
Uninsured Motorists BI	6.5%	0.5%	7.0%	6.5%	1.0%	7.6%
Uninsured Motorists PD	11.5%	0.0%	11.5%	11.5%	0.0%	11.5%
Underisured Motorists BI	1.0%	6.0%	7.1%	1.0%	7.0%	8.1%
Expense Trend	4.0%					

Other Selections:	Liability	Phy Dam
Underwriting Profit	8.0%	9.5%
Contingencies	0.0%	0.0%
Dividends	0.3%	0.4%
Loss Development	BI/PD/MP 3 yr avg UM/UIM 5 yr avg	

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

Development of Loss Trend Factors by Experience Year

	(1) Year	(2) # Years of Historical Trend (a)	(3) Historical Trend Factor(b)	(4) # Years of Prospective Trend (c)	(5) Prospective Trend Factor(b)	(6) Total Trend Factor (d)	(7) Annualized Trend Factor (e)
Bodily Injury B/L	2021	2.00	5.1%	3.06	4.5%	1.264	4.7%
	2022	1.00	5.1%	3.06	4.5%	1.203	4.7%
	2023	0.00	5.1%	3.06	4.5%	1.144	4.5%
Bodily Injury T/L	2021	2.00	5.6%	3.06	4.5%	1.276	4.9%
	2022	1.00	5.6%	3.06	4.5%	1.208	4.8%
	2023	0.00	5.6%	3.06	4.5%	1.144	4.5%
Property Damage	2021	2.00	13.8%	3.06	6.5%	1.570	9.3%
	2022	1.00	13.8%	3.06	6.5%	1.380	8.3%
	2023	0.00	13.8%	3.06	6.5%	1.213	6.5%
Medical Payments	2021	2.00	1.5%	3.06	2.5%	1.111	2.1%
	2022	1.00	1.5%	3.06	2.5%	1.095	2.3%
	2023	0.00	1.5%	3.06	2.5%	1.078	2.5%
Comprehensive	2021	2.00	17.5%	3.06	15.3%	2.134	16.2%
	2022	1.00	17.5%	3.06	15.3%	1.817	15.8%
	2023	0.00	17.5%	3.06	15.3%	1.546	15.3%
Collision	2021	2.00	9.1%	3.06	4.0%	1.342	6.0%
	2022	1.00	9.1%	3.06	4.0%	1.230	5.2%
	2023	0.00	9.1%	3.06	4.0%	1.128	4.0%
Uninsured Motorists-BI	2021	2.00	7.0%	3.06	7.6%	1.433	7.4%
	2022	1.00	7.0%	3.06	7.6%	1.339	7.5%
	2023	0.00	7.0%	3.06	7.6%	1.251	7.6%
Uninsured Motorists-PD	2021	2.00	11.5%	3.06	11.5%	1.735	11.5%
	2022	1.00	11.5%	3.06	11.5%	1.556	11.5%
	2023	0.00	11.5%	3.06	11.5%	1.395	11.5%
Underinsured Motorists-BI	2021	2.00	7.1%	3.06	8.1%	1.456	7.7%
	2022	1.00	7.1%	3.06	8.1%	1.359	7.8%
	2023	0.00	7.1%	3.06	8.1%	1.269	8.1%

(a) Number of years from average date of occurrence for year shown to 7/1/2023.
(b) Selected annual trend factor
(c) Number of years from 7/1/2023 to projection date of 7/21/2026.
(d) (6)=[(1.00 + (3))^(2)] x [(1.00 + (5))^(4)]
(e) (7) = ((6)^(1.00/((2)+(4)))

North Carolina Net Deviations

AUTO LIABILITY

Voluntary Business

Year	(1) Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Anticipated Premium (1) x (2)	(4) Amount of Deviation (3) - (1)
2018	2,522,214,285	-21.25%	1,986,243,749	(535,970,536)
2019	2,405,907,198	-22.74%	1,858,803,901	(547,103,297)
2020	2,754,663,372	-27.12%	2,007,598,666	(747,064,706)
2021	3,086,587,505	-27.60%	2,234,689,354	(851,898,151)
2022	3,100,437,632	-24.29%	2,347,341,331	(753,096,301)
2023	2,820,867,157	-21.50%	2,214,380,718	(606,486,439)

Ceded Business

Year	(5) O/T Clean Ceded Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) O/T Clean Ceded Anticipated Premium (5) x (6)	(8) O/T Clean Ceded Amount of Deviation (7) - (5)	(9) Clean Risk Ceded Premium at Rate Bureau Rates	(10) Clean Risk Ceded Anticipated Premium = Col (9)	(11) Clean Risk Ceded Amount of Deviation (10) - (9)
2018	255,608,621	37.56%	351,615,219	96,006,598	499,639,639	499,639,639	0
2019	225,691,688	37.65%	310,664,609	84,972,921	433,365,902	433,365,902	0
2020	246,543,493	15.71%	285,275,476	38,731,983	470,698,538	470,698,538	0
2021	281,973,922	20.79%	340,596,300	58,622,378	491,191,045	491,191,045	0
2022	295,802,427	30.32%	385,489,723	89,687,296	508,131,737	508,131,737	0
2023	279,329,157	44.17%	402,708,846	123,379,689	587,919,748	587,919,748	0

All Liability Business

Year	(12) Total Premium at Rate Bureau Rates (1) + (5) + (9)	(13) Total Anticipated Premium (3) + (7) + (10)	(14) Amount of Deviation (13) - (12)	(15) Clean Risk Recoupment Factor	(16) Recoupment Amount [((1)+(7)+(9)) x (15)]	(17) Overall Pct. Deviation ((14)+(16)) / (12)
2018	3,277,462,545	2,837,498,607	(439,963,938)	6.27%	211,516,515	-6.97%
2019	3,064,964,788	2,602,834,412	(462,130,376)	6.75%	212,620,795	-8.14%
2020	3,471,905,403	2,763,572,680	(708,332,723)	4.63%	162,542,511	-15.72%
2021	3,859,752,472	3,066,476,699	(793,275,773)	6.12%	239,804,541	-14.34%
2022	3,904,371,796	3,240,962,791	(663,409,005)	7.67%	306,344,332	-9.15%
2023	3,688,116,062	3,205,009,312	(483,106,750)	9.45%	360,186,348	-3.33%
					6 year average:	-9.61%
					2018-2019, 2021-2023 average:	-8.39%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

North Carolina Net Deviations

AUTO PHYSICAL DAMAGE

Year	(1) Std Phy Dam Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Std Phy Dam Anticipated Premium (1) x (2)	(4) Std Phy Dam Amount of Deviation (3) - (1)
2018	2,514,981,788	-27.30%	1,828,391,760	(686,590,028)
2019	2,384,328,980	-30.09%	1,666,884,390	(717,444,590)
2020	2,447,124,839	-29.48%	1,725,712,436	(721,412,403)
2021	2,769,854,546	-30.05%	1,937,513,255	(832,341,291)
2022	2,868,385,331	-28.14%	2,061,221,699	(807,163,632)
2023	2,819,035,033	-24.63%	2,124,706,704	(694,328,329)

Year	(5) Non-Std Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) Non-Std Phy Dam Anticipated Premium (5) x (6)	(8) Non-Std Phy Dam Amount of Deviation (7) - (5)
2018	426,946,005	48.48%	633,929,428	206,983,423
2019	381,078,041	49.80%	570,854,905	189,776,864
2020	460,015,940	47.40%	678,063,496	218,047,556
2021	523,178,363	43.64%	751,493,401	228,315,038
2022	671,806,539	54.25%	1,036,261,586	364,455,047
2023	819,276,664	60.48%	1,314,775,190	495,498,526

Year	(9) Total Phy Dam Premium at Rate Bureau Rates (1) + (5)	(10) Total Anticipated Premium (3) + (7)	(11) Amount of Deviation (10) - (9)	(12) Overall Pct. Deviation (11) / (9)
2018	2,941,927,793	2,462,321,188	(479,606,605)	-16.30%
2019	2,765,407,021	2,237,739,295	(527,667,726)	-19.08%
2020	2,907,140,779	2,403,775,932	(503,364,847)	-17.31%
2021	3,293,032,909	2,689,006,656	(604,026,253)	-18.34%
2022	3,540,191,870	3,097,483,285	(442,708,585)	-12.51%
2023	3,638,311,697	3,439,481,894	(198,829,803)	-5.46%
			6 year average:	-14.83%
			2018-2019, 2021-2023 average:	-14.34%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

North Carolina Dividends

LIABILITY

Year	Vol + Ced Manual Earned Prem.	Amount of Dividend	Dividend as % of Vol+Ced Manual Earned Prem.
2018	3,816,993,117	11,815,554	0.31%
2019	3,934,856,692	18,559,790	0.47%
2020	4,256,663,342	73,239,681	1.72%
2021	4,462,986,924	13,788,423	0.31%
2022	4,511,336,685	12,195,660	0.27%
2023	4,630,797,648	11,752,621	0.25%
		6 year average:	0.56%
		excl 2020:	0.32%
		Selected:	0.30%

PHYSICAL DAMAGE

Year	Standard Manual Earned Prem.	Non-Standard Manual Earned Prem.	Amount of Dividend	Dividend as % of Manual Earned Prem.*
2018	2,412,969,095	736,769,450	11,422,852	0.36%
2019	2,584,017,845	765,853,691	16,609,272	0.50%
2020	2,575,026,146	846,499,432	71,116,310	2.08%
2021	2,821,726,970	889,518,443	13,420,967	0.36%
2022	2,938,325,136	942,433,505	12,217,938	0.31%
2023	3,124,123,957	995,192,687	11,351,656	0.28%
			6 year average:	0.65%
			excl 2020:	0.36%
			Selected:	0.40%

* Manual Earned Premium Includes Standard and Non-Standard business.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FOR 2024 BASE
CALCULATION OF MODEL YEAR RELATIVITY
BEFORE OCTOBER 1, 2024

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2024	0.039	1.000	0.041	1.000
2023	0.041	0.970	0.043	0.930
2022	0.050	0.930	0.052	0.870
2021	0.054	0.890	0.057	0.810
2020	0.068	0.860	0.071	0.750
2019	0.069	0.820	0.073	0.700
2018	0.075	0.780	0.079	0.660
2017	0.071	0.740	0.075	0.610
2016	0.070	0.710	0.073	0.570
2015 & PRIOR	0.463	0.650	0.436	0.470
(1) Average		0.750		0.621

AFTER OCTOBER 1, 2024 (INTRODUCTION OF 2025 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2025	0.041	1.030	0.044	1.070
2024	0.045	1.000	0.049	1.000
2023	0.049	0.970	0.053	0.930
2022	0.047	0.930	0.049	0.870
2021	0.056	0.890	0.059	0.810
2020	0.057	0.860	0.060	0.750
2019	0.070	0.820	0.073	0.700
2018	0.069	0.780	0.073	0.660
2017	0.073	0.740	0.078	0.610
2016	0.068	0.710	0.072	0.570
2015 & PRIOR	0.425	0.650	0.390	0.470
(2) Average		0.767		0.652

AFTER OCTOBER 1, 2025 (INTRODUCTION OF 2026 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2026	0.040	1.050	0.044	1.110
2025	0.047	1.030	0.051	1.070
2024	0.047	1.000	0.051	1.000
2023	0.051	0.970	0.055	0.930
2022	0.048	0.930	0.051	0.870
2021	0.055	0.890	0.057	0.810
2020	0.057	0.860	0.060	0.750
2019	0.067	0.820	0.070	0.700
2018	0.066	0.780	0.071	0.660
2017	0.069	0.740	0.073	0.610
2016	0.063	0.710	0.068	0.570
2015 & PRIOR	0.390	0.650	0.349	0.470
(3) Average		0.785		0.684

(4) Number of months from effective date to 10/1/2025: 0

(5) Average relativity based on an effective date of 12/1/2025:

Comp: (0.767x(4)+0.785x(12-(4)))/12= 0.785

Coll: (0.652x(4)+0.684x(12-(4)))/12= 0.684

(6) Model year trend factor:

Comp: (5)/0.75= 1.047 Coll: (5)/0.621= 1.101

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

CALCULATION OF SYMBOL TREND FACTORS

A. Average Symbol Relativity of Experience Period:

Year ended	Comp	Coll
06/30/2023	2.349	1.566

B. Summary of Average Symbol Relativities by year-ended quarter for determining symbol trend for the prospective effective date.

Year ended	Comp	Coll
09/30/2025	2.579	1.630
12/31/2025	2.600	1.635
03/31/2026	2.620	1.640
06/30/2026	2.624	1.641
09/30/2026	2.641	1.646
12/31/2026	2.661	1.651
03/31/2027	2.683	1.656
06/30/2027	2.686	1.657
09/30/2027	2.705	1.662
12/31/2027	2.724	1.666

C. Proposed Projection Date: 7/21/2026

D. Number of months to next year ended quarter (in B above): 2.30

E. Average Symbol Relativity as of prior year ended quarter:

Year ended	Comp	Coll
06/30/2026	2.624	1.641

F. Average Symbol Relativity as of next year ended quarter:

Year ended	Comp	Coll
09/30/2026	2.641	1.646

G. Average Symbol Relativity as of Projection Date (Date in C above):
(D/3)(E) + ((3-D)/3)(F) = Avg. Sym. Rel.

COMP:	(2.30 / 3)	2.624	+	(0.70 / 3)	2.641	=	2.628			
COLL:	(2.30 / 3)	1.641	+	(0.70 / 3)	1.646	=	1.642			

H. Symbol Trend Factors: (G)/(A) Year-Ended 12/31/2023 Comp: 2.628 / 2.349 = 1.119
Coll: 1.642 / 1.566 = 1.049

I. Annualized Trends: (H)^(1 / 3.06) Year-Ended 12/31/2023 Comp: 3.7%
Coll: 1.6%

NORTH CAROLINA
RATE LEVEL SUMMARY
MOTORCYCLE INSURANCE

	EARNED PREMIUMS AT PRESENT RATES*	INDICATED AND FILED RATE LEVEL CHANGE
Liability	71,214	-9.0%

* (000's omitted)

NORTH CAROLINA

MOTORCYCLE INSURANCE
LIABILITY COVERAGE

STATEWIDE RATE REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Earned Premiums at Present Rates (a)	$63,127,794	$67,153,399	$68,846,061
(2) Incurred Losses and ALAE (a)	26,004,525	24,619,472	32,244,580
(3) Unallocated Loss Adjustment Expense Factor (b)	0.099	0.099	0.099
(4) Unallocated Loss Adjustment Expense [(2) x (3)]	2,574,448	2,437,328	3,192,213
(5) General & Other Acquisition Expenses (c)	9,015,329	9,844,185	10,307,796
(6) Average Annual Change in Losses and ALAE (See page MC-5)	7.0%	7.1%	6.8%
(7) Average Annual Change in Expense Costs (See page 31)	4.0%	4.0%	4.0%
(8) Projected Losses and ALAE (d)	36,614,371	32,522,323	39,435,121
(9) Projected Unallocated LAE (e)	3,140,827	2,858,986	3,600,816
(10) Projected General & Other Acquisition Expenses (f)	10,863,471	11,399,566	11,482,885
(11) Projected Losses, LAE and G & OA Expenses [(8)+(9)+(10)]	50,618,669	46,780,875	54,518,822
(12) Projected Loss, LAE and G & OA Expense Ratio [(11)/(1)]	0.802	0.697	0.792
(13) Permissible Loss, LAE and G & OA Expense Ratio (See page MC-4)	0.842	0.834	0.834
(14) Percentage Net Deviations (g)	0.21%	0.21%	0.21%
(15) Indicated Rate Level Change [(12)/((13)+(14))] - 1.0	-5.0%	-16.6%	-5.3%
(16) Final rate level change (weighted by premium from Line (1))		-9.0%	

NORTH CAROLINA
MOTORCYCLE REVIEW

STATEWIDE RATE REVIEW

Notes

(a) Based on the statistical plan data reported by member companies. Losses are developed to ultimate.

(b) Based on the average ratio of unallocated loss adjustment expenses to losses and allocated loss adjustment expenses for 2019, 2021-2023. See pages MC-7.

(c) The general expenses and other acquisition expenses allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages MC-7.

(d) Projected Losses and ALAE = $[(2) \times (1 + (6))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(e) Projected Unallocated Loss Adjustment Expenses = $[((4) \times (1 + (7))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(f) Projected General and Other Acquisition Expenses = $[(5) \times (1 + (7))^{n}]$, where

n = The number of years of projection to the average date of writing, 4/1/2026 (2021=4.75, 2022=3.75, 2023=2.75).

(g) Selected value representing the average net deviation from 2018-2019, 2021-2023. Net Deviations reflect upward and downward adjustments to manual premiums. See page MC-8.

NORTH CAROLINA
MOTORCYCLE REVIEW

DETERMINATION OF EXPECTED LOSS, LAE and FIXED EXPENSE RATIO

	Liability		
	2021	2022	2023
Commission and Brokerage Expense (a)	0.055	0.063	0.063
Taxes, etc. to Written Premium	0.023	0.023	0.023
Profit	0.080	0.080	0.080
Contingencies	0.000	0.000	0.000
Total	0.158	0.166	0.166
Losses, LAE, General Administration Expenses and Other Acquisition Expenses	0.842	0.834	0.834

(a) For Liability Commission and Brokerage, the voluntary portion of the ratio is determined using the voluntary/ceded premium distribution and an assumed 10.0% ceded ratio to premiums at collected level. The provision for voluntary business is found by solving the following expression for V:
0.10 x (percent ceded written premium) + V x (percent voluntary written premium) = overall Commission and Brokerage provision.

The average overall Commission and Brokerage ratio for 2019, 2021-2023 is used for all years.

NORTH CAROLINA

Motorcycle Insurance

Calculation of Loss Trend Factors

	Cov	Auto Trend(a)	Total Limits Dev. Losses	Weighted Trend
2023	BI	1.045	7,758,500	
	PD	1.065	5,743,331	
	MP	1.025	408,654	
	UMBI	1.076	5,763,171	
	UMPD	1.115	293,466	
	UIMBI	1.081	12,277,458	
			32,244,580	1.068
2022	BI	1.048	5,566,887	
	PD	1.083	4,595,322	
	MP	1.023	303,900	
	UMBI	1.075	4,786,400	
	UMPD	1.115	148,797	
	UIMBI	1.078	9,218,166	
			24,619,472	1.071
2021	BI	1.049	7,573,991	
	PD	1.093	4,304,531	
	MP	1.021	330,471	
	UMBI	1.074	5,455,845	
	UMPD	1.115	191,001	
	UIMBI	1.077	8,148,686	
			26,004,525	1.070

(a) See page D-9. BI and UIMBI trends are on a total limits basis.

NORTH CAROLINA
MOTORCYCLE INSURANCE

CALCULATION OF RATE RELATIVITIES

Private Passenger

COVERAGE	TOTAL LIMITS PREMIUM WEIGHT	FILED CHANGE
Bodily Injury	$2,031,347	13.0%
Property Damage	$2,206,408	27.2%
(1) Liability Total	4,237,755	20.4%
(2) Medical Payments		0.4%

Motorcycles	FILED CHANGE
(3) Liability	-9.0%
(4) Motorcycle Liability factor = [(1.0 + (3)) / (1.0 + (1))]	0.756
(5) Motorcycle Med Pay factor = [(1.0 + (3)) / (1.0 + (2))]	0.906

Liability Relativities

Engine Size (cc)	(6) Present	(7) (6) x (4) Revised
0-499	10%	8%
500-1249	17%	13%
1250-1499	25%	19%
1500-up	32%	24%

Medical Payments Relativities	(8) Present	(9) (8) x (5) Revised
All Engine Sizes	35%	32%

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

	Calendar Years						
	2019	2020	2021	2022	2023	average	average excl. 2020
Motorcycle Liability							
Commission & Brokerage	7.1	7.2	8.1	7.0	7.2	7.3	7.4
Other Acquisition	11.4	11.5	10.6	9.6	8.7	10.4	10.1
General Expenses	8.5	9.4	8.2	7.8	7.6	8.3	8.0
Taxes	1.9	1.9	2.3	2.2	2.8	2.2	2.3
ULAE	10.4	10.3	11.4	8.6	9.1	10.0	9.9

C&B, OA, GE, and Taxes are ratios to actual premiums.
ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excl. 2020
Other Acquisition	10.5	10.1	9.2	8.6	7.9	9.3	9.1
General Expenses	7.8	8.4	7.1	6.9	6.9	7.4	7.2

C&B, OA, GE, and Taxes are ratios to manual premiums.

North Carolina Motorcycle Total Deviations

Liability

Year Ended	(1) Reported EP	(2) Deviation % from RB Manual Rates	(3) Premium at Rate Bureau Rates (1) / (2)	(4) Clean Risk Recoup %	(5) Recoupment Amount (A)	(6) Total Revenue (1)+(5)	(7) Difference (B) (6)-(3)	(8) Pct Difference (7) / (3)
12/31/2018								
Vol	16,689,035	0.85176	19,593,589	6.27%	1,228,518			
Clean Risk Ceded	14,532,661	1.00000	14,532,661	6.27%	911,198			
OTC Ceded	3,364,705	1.37600	2,445,280	6.27%	210,967			
Total	34,586,401	Total	36,571,530		2,350,683	36,937,084	365,554	1.00%
12/31/2019								
Vol	15,952,069	0.85880	18,574,836	6.75%	1,253,801			
Clean Risk Ceded	14,911,885	1.00000	14,911,885	6.75%	1,006,552			
OTC Ceded	3,774,688	1.37700	2,741,240	6.75%	254,791			
Total	34,638,642	Total	36,227,961		2,515,144	37,153,786	925,825	2.56%
12/31/2020								
Vol	16,770,897	0.79241	21,164,524	4.63%	979,917			
Clean Risk Ceded	16,459,859	1.00000	16,459,859	4.63%	762,091			
OTC Ceded	3,443,235	1.15700	2,976,003	4.63%	159,422			
Total	36,673,991	Total	40,600,386		1,901,430	38,575,421	(2,024,965)	-4.99%
12/31/2021								
Vol	22,401,400	0.80893	27,692,567	6.12%	1,694,785			
Clean Risk Ceded	13,471,503	1.00000	13,471,503	6.12%	824,456			
OTC Ceded	2,857,592	1.20790	2,365,752	6.12%	174,885			
Total	38,730,495	Total	43,529,822		2,694,126	41,424,621	(2,105,201)	-4.84%
12/31/2022								
Vol	29,452,025	0.86163	34,181,633	7.67%	2,621,731			
Clean Risk Ceded	9,703,154	1.00000	9,703,154	7.67%	744,232			
OTC Ceded	2,689,124	1.30320	2,063,478	7.67%	206,256			
Total	41,844,303	Total	45,948,265		3,572,219	45,416,522	(531,743)	-1.16%
12/31/2023								
Vol	30,887,184	0.89326	34,578,208	9.45%	3,267,641			
Clean Risk Ceded	10,022,688	1.00000	10,022,688	9.45%	947,144			
OTC Ceded	2,761,353	1.44170	1,915,345	9.45%	260,948			
Total	43,671,225	Total	46,516,241		4,475,733	48,146,958	1,630,717	3.51%
							6-year Average =	-0.65%
						2018-2019, 2021-2023	5-year Average =	0.21%

(A) Voluntary = (3) x (4)
clean risk = (3) x (4)
other than clean risk = (1) x (4)

(B) Column (7) represents the difference between the revenue generated through premiums collected and clean risk recoupment surcharges and the premium that would be collected if all risks were charged Rate Bureau rates.

NORTH CAROLINA
PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

PHYSICAL DAMAGE DEDUCTIBLE RELATIVITIES

	Current Relativity	Average Indicated Relativity	Selected Relativity	
COMPREHENSIVE				
Full Coverage	1.00	1.000	1.00	
$ 50 Deductible	0.96	0.982	0.98	
$ 100 Deductible	0.93	0.964	0.96	
$ 250 Deductible	0.84	0.914	0.91	
$ 500 Deductible	0.70	0.835	0.84	
$1000 Deductible	0.58	0.720	0.72	
COLLISION				
$ 50 Deductible	1.02	1.009	1.01	
$ 100 Deductible	1.00	1.000	1.00	
$ 200 Deductible	0.97	0.984	0.98	
$ 250 Deductible	0.96	0.975	0.97	*
$ 500 Deductible	0.91	0.938	0.93	*
$1000 Deductible	0.81	0.866	0.87	

* Selected to satisfy consistency test.

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED LOSS RELATIVITIES BY DEDUCTIBLE

COMPREHENSIVE	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
Full Coverage	1.000			1.000			1.000		
$ 50 Deductible	0.980			0.980			0.981		
$ 100 Deductible	0.959			0.961			0.961		
$ 250 Deductible	0.904	0.901		0.908	0.906		0.909	0.905	
$ 500 Deductible	0.818	0.817	0.800	0.825	0.826	0.814	0.828	0.826	0.814
$1000 Deductible	0.689	0.691	0.665	0.699	0.707	0.686	0.705	0.705	0.682

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
$ 50 Deductible	1.011			1.010			1.010		
$ 100 Deductible	1.000	1.000		1.000	1.000		1.000	1.000	
$ 200 Deductible	0.979	0.981		0.980	0.983		0.980	0.981	
$ 250 Deductible	0.968	0.972		0.971	0.974		0.970	0.972	
$ 500 Deductible	0.916	0.926	0.928	0.924	0.932	0.934	0.922	0.928	0.931
$1000 Deductible	0.819	0.839	0.848	0.835	0.852	0.860	0.832	0.843	0.854

(A) Based on calendar/accident year $50 Deductible Collision claim size distribution rebased to $100 Deductible level.
(B) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(C) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

I. Calculation of Projected Loss Ratio (L)

	Comprehensive	Collision
(1) Projected loss and loss adjustment expenses per exposure (pages C-7, C-9, C-11 line 15) weighted average	215.46	348.27
(2) Projected general and other acquisition expenses per exposure (pages C-7, C-9, C-11 line 17) weighted average	21.68	60.87
(3) Projected premium [(1)+(2)]/[1-V]	295.69	510.15
(4) Projected loss ratio (L) (1)/(3)	0.729	0.683

II. Calculation of Fixed Expense Percentage (F)

	Comprehensive	Collision
(1) Projected general and other acquisition expenses per exposure [(2) above]	21.68	60.87
(2) Projected premium [(3) above]	295.69	510.15
(3) Fixed expense percentage (F) (1)/(2)	0.073	0.119

III. Calculation of Variable Expense Percentage (V)

(1) Commission and Brokerage	8.0%
(2) Contingencies	0.0%
(3) Profit	9.5%
(4) Taxes, Licenses and Fees	2.3%
(5) Total (1)+(2)+(3)+(4)	19.8%

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED RATE RELATIVITIES BY DEDUCTIBLE

COMPREHENSIVE	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
Full Coverage	1.00	1.000			1.000			1.000			1.000
$ 50 Deductible	0.96	0.982			0.982			0.983			0.982
$ 100 Deductible	0.93	0.963			0.965			0.965			0.964
$ 250 Deductible	0.84	0.913	0.910		0.916	0.915		0.917	0.914		0.914
$ 500 Deductible	0.70	0.835	0.834	0.818	0.841	0.842	0.831	0.844	0.842	0.831	0.835
$1000 Deductible	0.58	0.717	0.719	0.695	0.726	0.734	0.715	0.732	0.732	0.711	0.720

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
$ 50 Deductible (C)	1.02	1.009			1.009			1.009			1.009
$ 100 Deductible	1.00	1.000	1.000		1.000	1.000		1.000	1.000		1.000
$ 200 Deductible	0.97	0.982	0.984		0.983	0.986		0.983	0.984		0.984
$ 250 Deductible	0.96	0.973	0.976		0.975	0.978		0.974	0.976		0.975
$ 500 Deductible	0.91	0.928	0.937	0.939	0.935	0.942	0.944	0.934	0.939	0.941	0.938
$1000 Deductible	0.81	0.846	0.863	0.871	0.859	0.874	0.881	0.857	0.866	0.876	0.866

(A) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(B) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.
(C) Based on calendar/accident year $50 Deductible Collision claim size distribution.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2021					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.856	1.856	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	26153	164334	1767025	3936935	21915625
(5)	Total trended ground up losses	203850636	203850636	203850636	203850636	203850636
(6)	Total claims	82992	82992	82992	82992	82992
(7)	Claims greater than D after trend	82504	81847	71239	66204	41403
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4151353	8349034	19576775	37038935	63318625
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.041	0.096	0.182	0.311
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.959	0.904	0.818	0.689

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2022					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.642	1.642	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	20965	268095	1375791	4027005	21009691
(5)	Total trended ground up losses	207693909	207693909	207693909	207693909	207693909
(6)	Total claims	81173	81173	81173	81173	81173
(7)	Claims greater than D after trend	80631	78662	70866	64719	41466
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4052515	8134295	19092291	36386505	62475691
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.039	0.092	0.175	0.301
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.961	0.908	0.825	0.699

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2023					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.454	1.454	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	17949	395822	1421609	4599258	21286873
(5)	Total trended ground up losses	220849002	220849002	220849002	220849002	220849002
(6)	Total claims	85831	85831	85831	85831	85831
(7)	Claims greater than D after trend	85333	81740	74280	66800	43882
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4284599	8569822	19991609	37999258	65168873
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.039	0.091	0.172	0.295
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.961	0.909	0.828	0.705

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2021				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.856	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	97794	97794	5018681	19959498
(5)	Total trended ground up losses	186702872	186702872	186702872	186702872
(6)	Total claims	71289	71289	71289	71289
(7)	Claims greater than D after trend	70881	70881	57343	37306
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10729944	10729944	27955881	53534898
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.060	0.060	0.148	0.279
(10)	Indicated Loss Relativities [1.000-(9)]	0.940	0.940	0.852	0.721

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2022				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.642	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	207329	207329	4309218	17089776
(5)	Total trended ground up losses	180692715	180692715	180692715	180692715
(6)	Total claims	65805	65805	65805	65805
(7)	Claims greater than D after trend	65100	65100	53208	35543
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	9972329	9972329	25592418	49078476
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.057	0.057	0.140	0.264
(10)	Indicated Loss Relativities [1.000-(9)]	0.943	0.943	0.860	0.736

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2023				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.454	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	581722	581722	4858751	18168123
(5)	Total trended ground up losses	191258361	191258361	191258361	191258361
(6)	Total claims	71352	71352	71352	71352
(7)	Claims greater than D after trend	68913	68913	56200	37928
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10918672	10918672	27338751	52303323
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.058	0.058	0.140	0.266
(10)	Indicated Loss Relativities [1.000-(9)]	0.942	0.942	0.860	0.734

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2021		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	4889861	13353568
(5)	Total trended ground up losses	98910162	98910162
(6)	Total claims	43423	43423
(7)	Claims greater than D after trend	32069	20645
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	12907111	28837318
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.114	0.263
(10)	Indicated Loss Relativities [1.000-(9)]	0.886	0.737

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2022		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	4059655	11515232
(5)	Total trended ground up losses	102594902	102594902
(6)	Total claims	41358	41358
(7)	Claims greater than D after trend	31370	21300
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	11902155	27490232
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.102	0.244
(10)	Indicated Loss Relativities [1.000-(9)]	0.898	0.756

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2023		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	4582347	13734688
(5)	Total trended ground up losses	112815854	112815854
(6)	Total claims	47009	47009
(7)	Claims greater than D after trend	35208	23080
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	13384347	31044688
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.103	0.248
(10)	Indicated Loss Relativities [1.000-(9)]	0.897	0.752

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2021					
	Trend	1.056				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	1568	10409	24131	84600	358935
(5)	Total trended ground up losses	18069099	18069099	18069099	18069099	18069099
(6)	Total claims	3850	3850	3850	3850	3850
(7)	Claims greater than D after trend	3835	3793	3732	3562	3234
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	193318	579359	770531	1687500	3431235
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.011	0.032	0.043	0.094	0.19
(10)	Indicated Loss Relativities [1.000-(9)]	0.989	0.968	0.957	0.906	0.810
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.011				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2022					
	Trend	1.05				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	3147	16328	28664	80033	284059
(5)	Total trended ground up losses	16347687	16347687	16347687	16347687	16347687
(6)	Total claims	3225	3225	3225	3225	3225
(7)	Claims greater than D after trend	3188	3116	3065	2928	2678
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	162547	483728	641664	1397633	2828159
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.039	0.085	0.173
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.961	0.915	0.827
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2023					
	Trend	1.04				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	5269	18689	33784	96524	351968
(5)	Total trended ground up losses	17852511	17852511	17852511	17852511	17852511
(6)	Total claims	3627	3627	3627	3627	3627
(7)	Claims greater than D after trend	3571	3479	3421	3244	2932
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	183819	540539	717984	1556324	3137368
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.04	0.087	0.176
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.960	0.913	0.824
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2021				
	Trend	1.056			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	13574	33510	197521	1016896
(5)	Total trended ground up losses	63832922	63832922	63832922	63832922
(6)	Total claims	11788	11788	11788	11788
(7)	Claims greater than D after trend	11709	11635	11218	10228
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1184474	1778760	4684721	10222096
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.074	0.161
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.926	0.839

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2022				
	Trend	1.050			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	18892	46953	197656	972478
(5)	Total trended ground up losses	66580127	66580127	66580127	66580127
(6)	Total claims	11344	11344	11344	11344
(7)	Claims greater than D after trend	11231	11140	10771	9858
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1141992	1717953	4506056	9844678
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.017	0.026	0.068	0.148
(10)	Indicated Loss Relativities [1.000-(9)]	0.983	0.974	0.932	0.852

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2023				
	Trend	1.040			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	25983	65728	236186	1108910
(5)	Total trended ground up losses	61117411	61117411	61117411	61117411
(6)	Total claims	11194	11194	11194	11194
(7)	Claims greater than D after trend	11046	10879	10450	9426
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1130583	1697578	4416186	9592310
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.072	0.157
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.928	0.843

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2021		
	Trend	1.056	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	560086	4629660
(5)	Total trended ground up losses	363557083	363557083
(6)	Total claims	60807	60807
(7)	Claims greater than D after trend	59515	54523
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	15438836	45521910
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.043	0.126
(10)	Indicated Loss Relativities [1.000-(9)]	0.957	0.874

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2022		
	Trend	1.05	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	616424	4415303
(5)	Total trended ground up losses	376443663	376443663
(6)	Total claims	58009	58009
(7)	Claims greater than D after trend	56597	51940
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14765674	43370303
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.040	0.116
(10)	Indicated Loss Relativities [1.000-(9)]	0.960	0.884

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2023		
	Trend	1.04	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	796326	4637097
(5)	Total trended ground up losses	361831799	361831799
(6)	Total claims	58213	58213
(7)	Claims greater than D after trend	56281	51580
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14866576	43322097
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.041	0.12
(10)	Indicated Loss Relativities [1.000-(9)]	0.959	0.880

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

Deductible Relativity Offset Calculation

Comprehensive

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
Full Cov	325,816,582	1.00	1.00	325,816,582	
$50 Ded	31,742,248	0.96	0.98	32,403,545	
$100 Ded	259,333,418	0.93	0.96	267,699,012	
$250 Ded	168,521,302	0.84	0.91	182,564,744	
$500 Ded	411,764,050	0.70	0.84	494,116,860	
$1000 Ded	94,599,303	0.58	0.72	117,433,618	
	1,291,776,903			1,420,034,361	0.910

Collision

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
$50 Ded	28,987,764	1.02	1.01	28,703,570	
$100 Ded	97,847,558	1.00	1.00	97,847,558	
$200 Ded	16,557,933	0.97	0.98	16,728,633	
$250 Ded	683,780,116	0.96	0.97	690,902,826	
$500 Ded	2,165,324,403	0.91	0.93	2,212,913,950	
$1000 Ded	448,591,484	0.81	0.87	481,820,483	
	3,441,089,258			3,528,917,020	0.975

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE
SUMMARY OF CURRENT AND SELECTED FACTORS

REVIEW OF MULTICAR DISCOUNT

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
Single	0.00	0.00	0.00	0.00	0.00	0.00
Multi	-0.35	-0.35	-0.10	-0.10	-0.35	-0.35

REVIEW OF INEXPERIENCED OPERATOR SURCHARGES

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
No inexp	0.00	0.00	0.00	0.00	0.00	0.00
Prin <1	2.60	2.60	0.20	0.20	2.30	2.20
Occ <1	1.75	1.70	0.10	0.10	1.40	1.20
Prin <2	1.60	1.50	0.20	0.20	1.50	1.20
Occ <2	0.85	0.85	0.00	0.00	0.80	0.60
Prin <3	1.25	1.15	0.20	0.20	1.35	0.90
Occ <3	0.65	0.60	0.00	0.00	0.60	0.40

REVIEW OF USE SURCHARGES

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
Pleasure	0.00	0.00	0.00	0.00	0.00	0.00
Work < 10	0.05	0.05	0.25	0.25	0.15	0.15
Work > 10	0.05	0.05	0.25	0.25	0.15	0.15
Business	0.05	0.05	0.25	0.25	0.15	0.15
Farm	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25

REVIEW OF SAFE DRIVER INSURANCE PLAN SURCHARGES

Points	Current	Selected
0	0.00	0.00
1	0.40	0.40
2	0.55	0.55
3	0.70	0.70
4	0.90	0.90
5	1.10	1.10
6	1.40	1.40
7	1.70	1.70
8	2.00	2.00
9	2.30	2.30
10	2.60	2.60
11	3.00	3.00
12	3.40	3.40
NE	0.10	0.10

REVIEW OF NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

Premium Offsets to Maintain Constant Premium Volume

Terr.	Liability	Physical Damage	
		Comprehensive	Collision
110	1.003	1.000	1.010
120	1.002	1.000	1.008
130	1.002	1.000	1.009
140	1.002	1.000	1.007
150	1.003	1.000	1.010
170	1.003	1.000	1.010
180	1.004	1.000	1.016
190	1.002	1.000	1.010
200	1.002	1.000	1.007
210	1.001	1.000	1.004
220	1.002	1.000	1.008
230	1.002	1.000	1.008
240	1.002	1.000	1.008
250	1.003	1.000	1.010
260	1.003	1.000	1.010
270	1.003	1.000	1.013
280	1.002	1.000	1.009
290	1.002	1.000	1.008
300	1.003	1.000	1.013
310	1.003	1.000	1.012
320	1.002	1.000	1.009
340	1.002	1.000	1.009
350	1.003	1.000	1.010
360	1.003	1.000	1.009
370	1.003	1.000	1.011
380	1.003	1.000	1.010
390	1.003	1.000	1.013
420	1.002	1.000	1.007
440	1.002	1.000	1.009
450	1.002	1.000	1.007
460	1.003	1.000	1.010
470	1.002	1.000	1.009
480	1.002	1.000	1.007
490	1.002	1.000	1.007

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Liability Coverages	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	7,642,031	0.00	
Principal < 1 yr driving	102,831	2.60	
Occasional <1 yr driving	31,707	1.70	
Principal < 2 yrs driving	73,092	1.50	-1.10
Occasional <2 yrs driving	26,656	0.85	-0.85
Principal < 3 yrs driving	65,513	1.15	-0.35
Occasional < 3 yrs driving	22,242	0.60	-0.25

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.90	-0.25
Occasional < 4 yrs driving	0.50	-0.10
Principal < 5 yrs driving	0.70	-0.20
Occasional < 5 yrs driving	0.40	-0.10
Principal < 6 yrs driving	0.50	-0.20
Occasional < 6 yrs driving	0.30	-0.10
Principal < 7 yrs driving	0.30	-0.20
Occasional < 7 yrs driving	0.20	-0.10
Principal < 8 yrs driving	0.15	-0.15
Occasional < 8 yrs driving	0.10	-0.10

(2) selected discount amt =	5%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	3.8%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount	w/ discount
Principal < 4 yrs driving	0.94	0.89	0.90	0.95	0.90
Occasional < 4 yrs driving	0.54	0.49	0.50	0.55	0.50
Principal < 5 yrs driving	0.74	0.69	0.70	0.75	0.70
Occasional < 5 yrs driving	0.44	0.39	0.40	0.45	0.40
Principal < 6 yrs driving	0.54	0.49	0.50	0.55	0.50
Occasional < 6 yrs driving	0.34	0.29	0.30	0.35	0.30
Principal < 7 yrs driving	0.34	0.29	0.30	0.35	0.30
Occasional < 7 yrs driving	0.24	0.19	0.20	0.25	0.20
Principal < 8 yrs driving	0.19	0.14	0.15	0.20	0.15
Occasional < 8 yrs driving	0.14	0.09	0.10	0.15	0.10

* to nearest 0.05

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Collision Coverages	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	5,611,982	0.00	
Principal < 1 yr driving	51,960	2.20	
Occasional <1 yr driving	23,452	1.20	
Principal < 2 yrs driving	40,731	1.20	-1.00
Occasional <2 yrs driving	19,348	0.60	-0.60
Principal < 3 yrs driving	37,984	0.90	-0.30
Occasional < 3 yrs driving	16,166	0.40	-0.20

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.70	-0.20
Occasional < 4 yrs driving	0.30	-0.10
Principal < 5 yrs driving	0.50	-0.20
Occasional < 5 yrs driving	0.20	-0.10
Principal < 6 yrs driving	0.30	-0.20
Occasional < 6 yrs driving	0.15	-0.05
Principal < 7 yrs driving	0.20	-0.10
Occasional < 7 yrs driving	0.10	-0.05
Principal < 8 yrs driving	0.10	-0.10
Occasional < 8 yrs driving	0.05	-0.05

(2) selected discount amt =	5%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	3.8%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount	w/ discount
Principal < 4 yrs driving	0.74	0.69	0.70	0.75	0.70
Occasional < 4 yrs driving	0.34	0.29	0.30	0.35	0.30
Principal < 5 yrs driving	0.54	0.49	0.50	0.55	0.50
Occasional < 5 yrs driving	0.24	0.19	0.20	0.25	0.20
Principal < 6 yrs driving	0.34	0.29	0.30	0.35	0.30
Occasional < 6 yrs driving	0.19	0.14	0.15	0.20	0.15
Principal < 7 yrs driving	0.24	0.19	0.20	0.25	0.20
Occasional < 7 yrs driving	0.14	0.09	0.10	0.15	0.10
Principal < 8 yrs driving	0.14	0.09	0.10	0.15	0.10
Occasional < 8 yrs driving	0.09	0.04	0.05	0.10	0.05

* to nearest 0.05

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Comprehensive Coverage	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	5,957,849	0.00	
Principal < 1 yr driving	55,681	0.20	
Occasional <1 yr driving	25,055	0.10	
Principal < 2 yrs driving	44,988	0.20	0.00
Occasional <2 yrs driving	21,169	0.00	-0.10
Principal < 3 yrs driving	41,093	0.20	0.00
Occasional < 3 yrs driving	17,608	0.00	0.00

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.15	-0.05
Occasional < 4 yrs driving	0.00	0.00
Principal < 5 yrs driving	0.15	0.00
Occasional < 5 yrs driving	0.00	0.00
Principal < 6 yrs driving	0.10	-0.05
Occasional < 6 yrs driving	0.00	0.00
Principal < 7 yrs driving	0.10	0.00
Occasional < 7 yrs driving	0.00	0.00
Principal < 8 yrs driving	0.05	-0.05
Occasional < 8 yrs driving	0.00	0.00

(2) selected discount amt = 5%
(3) % inexper op w/o points = 85%
(4) selected % inexper op eligible for discount = 50% principal ops only
(5) overall avg discount [(2)x(4)]= 2.5%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount	w/ discount
Principal < 4 yrs driving	0.18	0.13	0.15	0.20	0.15
Occasional < 4 yrs driving	0.03	-0.03	0.00	0.00	0.00
Principal < 5 yrs driving	0.18	0.13	0.15	0.20	0.15
Occasional < 5 yrs driving	0.03	-0.03	0.00	0.00	0.00
Principal < 6 yrs driving	0.13	0.08	0.10	0.15	0.10
Occasional < 6 yrs driving	0.03	-0.03	0.00	0.00	0.00
Principal < 7 yrs driving	0.13	0.08	0.10	0.15	0.10
Occasional < 7 yrs driving	0.03	-0.03	0.00	0.00	0.00
Principal < 8 yrs driving	0.08	0.03	0.05	0.10	0.05
Occasional < 8 yrs driving	0.03	-0.03	0.00	0.00	0.00

* to nearest 0.05

MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD JANUARY 8, 2025

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Chris Gumaer
	Rick Pierce
	AJ Robinson
Erie Insurance Company	Joel Gross
Government Employees Insurance Co	Monica Grillo
Hartford Accident and Indemnity Company	John Roesler
Liberty Mutual Insurance Company	Mark Sweder
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaarwerk
State Farm Mutual Automobile Insurance Company	Jennifer Heizer
Travelers Insurance Company	Emma Wieduwilt
United Services Automobile Association	Vanessa Nortz

OTHERS PRESENT	REPRESENTED BY
Insurance Services Office	Dave DeNicola
	Paul Ericksen
	Brett Moberg
	Carly Seaman
	Isaac Wash
Milliman	Paul Anderson
Young Moore and Henderson, P.A.	*Brian Beverly
	*Lisa Leeaphorn
	*Mickey Spivey
Staff	*Joanna Biliouris
	*Jarred Chappell
	Terry Collins
	Tom Burns
	Mark Ford
	*Andy Montano
	*Rebecca Williams
	Stephanie Gunn
	*Hayley Embley
	Karen Ott

Draft

*Attended in-person at the Rate Bureau office

The meeting commenced at approximately 9:00 A.M., Mr. Sweder of Liberty Mutual Insurance Company presiding.

Attention was directed to the Antitrust Compliance Policy, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. 2025 Private Passenger Auto Rate Review

Ms. Williams stated that, at the December 11, 2024 Automobile Committee meeting, the Committee requested adjustments to the UM/UIM claim cost trend data based on the Reserve Strengthening and Expense Cutting Activities letters from member companies. Attention was directed to an exhibit prepared by Insurance Services Office (ISO) and previously distributed regarding the revised UM/UIM trend data. Mr. Wash reviewed the exhibit in detail.

After discussion, the Committee decided to maintain the trends that were selected at the December 11, 2024 meeting.

2. Auto Manual Rule 4. Classifications and Rule 5. Safe Driver Insurance Plan

Mr. Montano called attention to an exhibit prepared by ISO regarding revisions to **Rule 4.** Classifications in the Personal Auto Manual. He stated that the proposed revisions in **Rule 4.F.1.** and **Rule 4.F.3**. reflected the statutory changes in Session Law 2023-133 and Session Law 2024-29 that permit expansion of the surcharge period for inexperienced operators to up to eight years and allow for an inexperienced operator safe driver discount after three years of driving experience.

After reviewing the proposed rules, the Committee expressed concern regarding **Rule 4.F.3.c.** Safe Driver Discount. The Committee agreed that the proposed **Rule 4.F.3.c.** should be edited with regard to the language addressing eligibility for the discount relative to license status, and the Committee requested staff and counsel to prepare examples for consideration at the next Auto Committee meeting.

Mr. Beverly called attention to **Rule 5.** Safe Driver Insurance Plan, which provided proposed revised language for the waiver portion of the rule when a one or two-point conviction occurs. He pointed out the distinction in the proposed rule between convictions occurring prior to July 1, 2025, and those occurring on or after July 1, 2025. With respect to the experience period portion of Rule 5, Mr. Beverly presented various options for revisions to the rule to distinguish between treatment of accidents and treatment of convictions.

After discussion, the Committee directed counsel and staff to prepare an example of how the selected option works in practice, including an explanatory note regarding the surcharge period, for the Committee's consideration at the next Auto Committee meeting.

3. Extended Transportation Expenses and Towing and Labor Costs

Attention was directed to an exhibit prepared by ISO regarding Extended Transportation Coverage rates and Towing and Labor Costs rates. Mr. DeNicola reviewed the exhibit in detail and provided a summary of ISO's analysis of the present, indicated, and selected rates.

After discussion, a motion was made, seconded, and passed to recommend to the Governing Committee to adopt and file the selected Extended Transportation Coverage rates as presented and that no change be made to the current Towing and Labor Costs rates.

4. 2025 Private Passenger Auto Rate Level Indications

Attention was directed to the exhibits prepared by ISO relating to the 2025 auto rate level review. Mr. DeNicola reviewed the exhibits in detail, providing a summary of the indicated rate level change using the selections made at the December 11, 2024 meeting. He also reviewed the indications with the application of the Index Stability Factor for informational purposes. Following discussion, a motion was made, seconded, and passed to recommend the indications to the Governing Committee.

Draft

5. Deductible Relativities and Classification Review

Mr. DeNicola reviewed ISO's analysis of the physical damage deductible relativities and summarized the current, indicated, and proposed relativities. Following discussion, a motion was made, seconded, and passed to recommend the selected relativities to the Governing Committee as presented.

Mr. DeNicola directed attention to ISO's review of the various factors in the classification plan. Staff noted that the classification plan factors are required by statute to be reviewed at least every three years. Mr. DeNicola reviewed the exhibits in detail, noting that they included analysis of the current factors for Inexperienced Operator, Multicar and Use, and Safe Driver Insurance Plan.

After discussion, the Committee made selections for the current 3-year Inexperienced Operator surcharge factors and agreed that no change should be made to the Multicar and Use and SDIP surcharge factors.

Mr. DeNicola continued his discussion on the Inexperienced Operator surcharges, stating that the exhibit also included proposed surcharges for the expanded driving experience period of 4 to 8 years as permitted by Session Law 2023-133 and Session Law 2024-29. He reviewed the proposed average surcharges for the expanded experience period both with and without the optional clean driving record discount. Following discussion, the Committee favored allowing individual companies to file their own discounts through deviations and optional rating characteristics.

After discussion, the Committee agreed to all proposed factors as discussed, including the addition of Inexperienced Operator surcharges for the expanded 4 to 8 years of driving experience, but excluding a clean driving record discount. A motion was made, seconded, and passed to recommend that the Governing Committee adopt and file the proposed surcharge factors for Inexperienced Operators as presented and not adopt and file the optional clean driving record discount.

Draft

6. Auto Rate Order Calculation

Ms. Embley called attention to an exhibit prepared by staff regarding the Auto Rate Order Calculation. She reviewed the exhibit, stating that it includes revisions requested by the Committee at the December 11, 2024 meeting.

After review and discussion, the Committee reached a consensus to remove step 7 from the proposed Rate Order Calculation. A motion was made, seconded, and passed to recommend to the Governing Committee the Rate Order Calculation as discussed, excluding step 7, to be published with a January 1, 2026 edition date.

7. Report of Staff

Mr. Chappell provided an update on activities of the Rate Bureau, stating that 1) the Commissioner of Insurance ("Commissioner") and the Rate Bureau are working out the final details on a settlement agreement regarding the Homeowners rate filing that was submitted to the Commissioner on January 3, 2024 and that this is not public information; 2) the Commissioner scheduled a rate hearing on the Mobile Home rate filings for MHC and MHF Policy Programs, which were submitted in April, 2024, with the hearing to begin on April 7, 2025; and 3) the Rate Bureau had filed selected portions of the ISO Homeowners HO 2022 Policy Program; that filing had been withdrawn in consultation with the DOI due to time constraints, and that filing will be resubmitted later

8. Report of Counsel

Mr. Beverly reported that the long session of the legislature has begun and that counsel will monitor legislative activities that have potential impact on the industry.

9. Adjournment
   There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano

Director, Personal Lines

AM:ko

AC-25-1

1/31/2025

Draft

Automobile Committee
Meeting Agenda

Date: January 15, 2025 **Time:10:30 AM (EDT)** **Zoom Teleconference**
The link below will provide video and audio. If your computer does not allow audio/microphone, please dial in separately.

1. **Welcome**

2. **Roll Call**

3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3)**

4. **Rule 4. Classifications**
   In the January 8, 2025 meeting, the Committee reviewed proposed rule revisions to the Personal Auto Manual permitted by S.L. 2023-133 and S.L. 2024-29 to **Rule 4. Classifications,** including expansion of the surcharge period for inexperienced operators to up to eight years and a potential safe driver discount after three full years of driving experience. The Committee requested revisions to the draft, including removal of the safe driver discount. Staff will present **Exhibit 4** and **Exhibit 4a**, which includes the proposed revisions and surcharge scenarios.

   The Committee will be asked to review the above exhibits and direct staff on the next steps.

5. **Rule 5. Safe Driver Insurance Plan**
   In the January 8, 2025 meeting, the Committee reviewed proposed rule revisions to the Personal Auto Manual necessitated by S.L. 2023-133 and S.L. 2024-29 to **Rule 5. Safe Driver Insurance Plan** that expand the surcharge period for certain SDIP point assignments to five years**.** The Committee requested revisions to the draft. Staff will present **Exhibit 5** and **Exhibit 5a**, which includes the proposed revisions and surcharge scenarios.

   The Committee will be asked to review the above exhibits and direct staff on the next steps.

6. **Auto Rate Order Calculation**
   In the January 8, 2025 meeting, the Committee reviewed a draft of the rate order calculation presented by staff. The Committee requested revisions to the draft rate order calculation **(Exhibit 6)**, which included the removal of Miscellaneous Vehicle Types, and discussed the timetable for publishing the rate order calculation**.** The Committee will be asked to consider what type of edition date, version number, or other identifier is appropriate given that the manual rule went into effect on April 1, 2023.

   The Committee will be asked to review the above exhibit and direct staff on the next steps.

7. **Report of Staff and Counsel**
   Staff and counsel will report on any recent developments.

8. Other Business

9. Adjournment
If there is no further business, the telephone conference will be adjourned.

AM:ko
Attachments
AC-25-2
01/14/25

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Autos owned by an individual or owned jointly by two or more individuals are classified as follows:

Refer to Section **C.** below for definitions of terms used in this rule.

Code	Class	Definitions
114	**1A**	There is no BUSINESS USE or TNC ACTIVITY of the auto and the auto is not DRIVEN TO OR FROM WORK OR SCHOOL.
116	**1B**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of less than 10 road miles one way.
117	**1C**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of 10 or more road miles one way.
118	**3**	The auto is used for BUSINESS USE and is not used in TNC ACTIVITY.
119	**1AF**	The auto is a FARM AUTO.
115	**TNC**	The auto is used in TRANSPORTATION NETWORK COMPANY ACTIVITY.

B. Private passenger autos owned by corporations, co-partnerships, or unincorporated associations shall be rated as Class **3.**

Exceptions

1. For corporations, co-partnerships or unincorporated associations owning less than five motor vehicles:

An owned private passenger auto principally furnished to a specified individual shall be classified and rated as if owned by that individual, in accordance with Rule **4.A.,** provided the auto is not used for business purposes and is not used in TNC ACTIVITY.

2. For Farm family co-partnerships or Farm family corporations:

An owned private passenger auto principally garaged on a farm or ranch shall be rated as Class 1AF provided the vehicle is:

a. Not used in any occupation other than farming or ranching, or

b. Not customarily used in going to or from work other than farming or ranching.

3. Notwithstanding 1. and 2. above, any such auto used in TNC ACTIVITY shall be classified as TNC.

C. Definitions

1. BUSINESS USE means that the use of the auto is required by or customarily involved in the duties of the applicant or any other person customarily operating the auto, in an occupation, profession or business, other than going to or from the principal place of occupation, profession or business, and that the auto is not used in TNC ACTIVITY.

2. FARM AUTO means the auto is principally garaged on a farm or ranch, and

a. It is not customarily used in going to or from work other than farming or ranching, or driving to or from school,

b. It is not customarily used in any occupation other than farming or ranching, and

c. that the auto is not used in TNC ACTIVITY.

3. DRIVEN TO OR FROM WORK OR SCHOOL means the auto is not used in TNC ACTIVITY and is customarily used in the course of driving to or from work or school and shall include:
   a. The use of the auto in a car pool or other share the ride arrangement.
   b. Driving part way to or from work or school whether or not the auto is parked at a depot during the day.

   Note

   If an auto is driven to or from work or school on less than a daily basis, the classification used in rating the auto shall be subject to the following:

   (1) If otherwise in Class 1B, the auto shall be classified as 1A if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   (2) If otherwise in Class 1C the auto shall be classified as 1B if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   Refer to company for certification form.

4. TRANSPORTATION NETWORK COMPANY (TNC) ACTIVITY means that:
   a. The auto is used as a public or livery conveyance, including but not limited to any period of time while it is being used by any person who is logged into a transportation network platform as a driver, whether or not a passenger is occupying the vehicle; and
   b. Coverage is afforded, under Endorsement **PP 55 45** or any similar endorsement, for any portion of the time that an insured is logged into a transportation network platform as a driver.
5. RESIDENT means anyone residing in the same household as the applicant and shall include an individual absent from the household while attending school. An individual in active military service with the armed forces of the United States of America shall **not** be included as resident in the same household unless such individual customarily operates the auto.

D. Single and Multi-Car Risks

The applicable Multi-Car Rating Factor shall apply if two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household are insured in the same policy.

Exceptions

1. If a company's policy processing systems do not permit insuring all vehicles in the same policy, the applicable Multi-Car Rating Factor shall apply if the company insures two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household.

   This exception applies only to companies that do not issue multi-car policies or whose policy processing systems limitations necessitate insuring one car (in a multi-car situation) on a separate policy. This exception does not permit a company to apply the Multi-Car Rating Factor on a single car policy where, for underwriting or other reasons, the company voluntarily elects to insure one vehicle on a single car policy when that vehicle could be insured on a multi-car policy.
2. The Multi-Car Rating Factor shall not apply to antique autos as defined in the Miscellaneous Types rule.

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. Inexperienced Operator

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. ~~Such~~The appropriate Inexperienced Operator ~~s~~Surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

   Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.
   a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

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b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files ~~for at least three years~~ from the inception of the policy the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The appropriate Inexperienced Operator ~~s~~Surcharge shall not be applied for more than three years for drivers licensed for the first time prior to July 1, 2025; however, ~~The~~ for drivers licensed for the first time on or after July 1, 2025, such surcharge shall not be applied for more than eight years ~~for drivers licensed for the first time on or after July 1, 2025~~ ~~regardless of policy term or effective date~~.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

~~**3. Safe Driver Discount**~~

~~Licensed drivers subject to the Inexperienced Operator surcharges for a period of up to eight years, as described in Paragraph **F.1.** of this rule, may be eligible for an inexperienced safe driver discount after three full years of driving experience, subject to the following:~~

~~**a.** To be eligible for the premium discount, an inexperienced licensed driver cannot have any at-fault accidents or convictions on their driving record, whether or not such at-fault accidents or convictions result in the assignment of points under the Safe Driver Insurance Plan.~~

~~**b.** Any at-fault accidents or convictions shall preclude the inexperienced licensed driver from being eligible for the premium discount for a period of five years.~~

~~**c.** Eligibility for the premium discount terminates once the inexperienced driver has been licensed for eight years or when the inexperienced driver has any at-fault accidents or convictions.~~

~~**Note**~~

~~For purposes of Paragraph **F.3.** of this rule, convictions on a driving record shall include convictions for which a prayer for judgment continued was granted.~~

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G. Airbag Discount

The following discounts apply to Medical Payments Coverage Only. To qualify, the private passenger auto must be equipped with a factory installed airbag(s) which conforms to the federal crash protection requirements, and meets the criteria of either Paragraph **1.** or **2.** below:

1. 20% discount shall be afforded when the airbag is installed in the driver-side-only position.

2. 30% discount shall be afforded when the airbags are installed in both front outboard seat positions.

H. Out Of State Vehicle

A 310% surcharge shall be applied to Liability and Medical Payments Coverages for any "out of state vehicle(s)". For the purpose of this rule, any vehicle which is garaged outside of North Carolina for at least six months in a given year shall be considered an "out of state vehicle". A vehicle shall not be considered an "out of state vehicle" if the principal operator of the vehicle is:

1. A student and resides at an educational institution outside of North Carolina; or

2. An individual in active military service with the armed forces of the United States of America.

I. Optional Rating Characteristics

Companies may use the following optional rating characteristics or any combination of such optional rating characteristics and Bureau filed classifications to determine rates by coverage, as long as applicable legal requirements are satisfied. The resulting premium by coverage shall not exceed the premium that would have been determined using the rates, rating plans, classifications, schedules, rules and standards promulgated by the Bureau, except as provided by statute. The rating factor by coverage for any combination of the following optional risk characteristics cannot exceed 1.00, unless the resulting premium by coverage does not exceed the Bureau premium by coverage.

1. Policy characteristics not otherwise recognized in this manual. Examples include: account or multi-policy credit; tiers; continuity of coverage; coverages purchased; intra-agency transfers; number of drivers; number of vehicles; payment history; payment options; prior insurance; and new and renewal status.
2. Driver characteristics not otherwise recognized in this manual. Examples include: years of driving experience; convictions, accidents, claims or incidents; accident-free experience; accident forgiveness; annual mileage; cell phone type and usage; credit information; defensive driving course; good student; home ownership; marital status; and military status.
3. Vehicle characteristics not otherwise recognized in this manual. Examples include: airbags; customization; electronic monitoring or safety devices; engine characteristics; safety features or engineering; theft deterrence/recovery devices; place and type of garaging; type of fuel used; vehicle age, make, model and model year; and vehicle use.
4. Affinity group or other group not otherwise recognized in this manual.
5. Any other rating characteristic or combination of characteristics if filed by a company and approved by the Commissioner.

J. Optional Enhanced Endorsements

Optional Enhanced Endorsements authorized in N.C.G.S. 58-36-43 shall not be reported as part of the statistical data that is used in rate making by the North Carolina Rate Bureau. For the reporting of statistical data for Optional Enhanced Endorsements, please consult your statistical agent.

INEXPERIENCED OPERATOR SCENARIOS		
Date First Licensed	**Surcharge Trigger**	**Period of IO Surcharge**
Prior to 7/1/25	Inexp Op	3 years beginning on the date first licensed
7/1/25 and after	Inexp Op	8 years beginning on the date first licensed

5. SAFE DRIVER INSURANCE PLAN (SDIP)

The provisions of this Rule apply separately to premiums for Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Eligibility

The Plan shall be applied in rating all eligible autos.

An auto is eligible for rating under this Plan if it is owned:

1. By an individual,

2. Jointly by two or more individuals resident in the same household,

3. By cohabitational partners in accordance with Rule **2.A.,** or

4. By a grantor/settlor of a trust and/or a trust in accordance with Rule **2.G.;**

provided such auto is:

1. A four wheel auto of the private passenger or station wagon type, or

2. A motor vehicle that is a pickup truck or van, if it:

a. Has a Gross Vehicle Weight as specified by the manufacturer of less than 14,000 lbs.; and

b. Is not used for the delivery or transportation of goods or materials unless such use is:

(1) Incidental to the insured's business of installing, maintaining or repairing furnishings or equipment; or

(2) For farming or ranching, or

3. A motorcycle, motorized scooter, auto glide or other similar motorized vehicle of the private passenger type.

Exception

The SDIP applies to policies written for a term in excess of 12 months. Such policy must provide for an annual adjustment of premium.

B. Definitions

1. Driving Record Points

a. Convictions

Records of convictions for moving traffic violations to be considered under this Plan shall be obtained at least annually from the Division of Motor Vehicles (or other governmental entity responsible for maintaining such records) for the applicant and any currently resident operator. For a policy of new business, records of such convictions shall be obtained prior to the sale of the policy.

Exception:

If the records required by this rule for a policy of new business are not available at the time of sale of the policy, or if the applicant for the policy has provided incorrect or incomplete data necessary to access such records, the insurer shall obtain such records and perform an underwriting review within a reasonable period following the binding of coverage.

Points shall be assigned for convictions during the experience period for moving traffic violations of the applicant or any currently resident operator, based on date of conviction, as follows:

(1) Twelve points shall be assigned for a conviction for:

(a) Manslaughter (or negligent homicide) resulting from the operation of a motor vehicle;

(b) Prearranged highway racing or knowingly lending a motor vehicle to be used in a prearranged highway race; or

(c) Failing to stop and render aid when involved in an accident resulting in bodily injury or death (hit-and-run driving);

(d) Impaired driving, including driving a vehicle while under the influence of an impairing substance; driving a vehicle with an alcohol concentration of 0.08 or more; and driving a commercial vehicle with an alcohol concentration of 0.04 or more; and

Note

There shall be no premium surcharge or assessment of points against an insured where **(i)** the insured's driver's license has been revoked under G.S.20-16.5; and **(ii)** the insured is subsequently acquitted of the offense involving impaired driving, as defined in G.S.20-4.01(24a), that is related to the revocation, or the charge for that offense is dismissed.

(e) Transportation for the purpose of sale of illegal intoxicating liquors by motor vehicle.

(2) Ten points shall be assigned for a conviction for:

(a) Highway racing or knowingly lending a motor vehicle to be used in a highway race; or

(b) Speeding to elude arrest.

(3) Eight points shall be assigned for a conviction for:

(a) operating during a period of revocation or suspension of license or registration.

(b) aggressive driving.

(4) Four points shall be assigned for a conviction for:

(a) Failing to stop and report when involved in a motor vehicle accident resulting in property damage only (hit-and-run-driving);

(b) Driving a motor vehicle in a reckless manner;

(c) Passing a stopped school bus;

(d) Speeding in excess of 75 miles per hour when the posted speed limit is less than 70 miles per hour;

(e) Speeding in excess of 80 miles per hour when the posted speed limit is 70 miles per hour or greater; or

(f) Driving by a person less than 21 years old after consuming alcohol or drugs.

(5) Two points shall be assigned for a conviction for:

(a) Illegal passing;

(b) Speeding more than 10 miles per hour over the posted speed limit, provided the total speed was in excess of 55 miles per hour but less than 76 miles per hour;

(c) Speeding 10 miles per hour, or less, in excess of the posted speed limit in a speed zone of 55 miles per hour or greater;

Waiver

For convictions that occur prior to July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, these points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

(d) Following too closely; or

(e) Driving on wrong side of road.

(6) One point shall be assigned for a violation resulting in a conviction for speeding 10 miles per hour, or less, in excess of the posted speed limit of less than 55 miles per hour.

Waiver

For convictions that occur prior to July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, this point shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

Exceptions

This **WAIVER** does **NOT** apply to convictions of speeding in a school zone in excess of posted school zone speed.

(7) With respect to any other conviction for a moving traffic violation, one point shall be assigned for each such conviction.

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Exception

Convictions for the following shall not be regarded as moving traffic violations:

(a) Inadequate muffler or excess escape of exhaust products;

(b) Improper lights or other equipment except brakes;

(c) Failure to sign or display registration card;

(d) Failure to display license plates;

(e) Failure to have in possession driver's license provided there is a valid one in existence; or

(f) Failure to display current inspection certificate.

b. Accidents

Points shall be assigned for each accident that occurred during the experience period, involving the applicant or any current resident operator, while operating a private passenger auto.

If an accident results both in bodily injury or death and in damage to property, points shall be assigned on the basis of the element of loss (bodily injury, death, or property damage) which generates the greatest number of points for the accident.

ACCIDENTS RESULTING IN BODILY INJURY OR DEATH

(1) One point shall be assigned for each at-fault auto accident that results in total bodily injuries to all persons of $1,800 or less.

(2) Three points shall be assigned for each at-fault auto accident that results in:

(i) Death or

(ii) Total bodily injury to all persons in excess of $1,800.

Exception

If the insured furnishes adequate proof that incurred medical costs related to the accident were solely for diagnostic purposes and that the accident did not result in any bodily injury, no SDIP points for bodily injury will be assigned, or points for bodily injury assigned as a result of the accident will be removed as of the most recent policy effective date.

ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY

(1) Three points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $3,850 or more.

(2) Two points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, in excess of $2,300 but less than $3,850.

(3) One point shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $2,300 or less.

Exception

No points are assigned for accidents occurring under the following circumstances:

(a) Auto lawfully parked (if the parked vehicle rolls from the parked position then any such accident is charged to the person who parked the auto); or

(b) The applicant, owner or other resident operator reimbursed by, or on behalf of, a person who is responsible for the accident or has judgment against such person; or

(c) Auto is struck in the rear by another vehicle and the applicant or other resident operator has not been convicted of a moving traffic violation in connection with this accident; or

(d) Auto operated by the applicant or any resident operator is struck by a "hit-and-run" vehicle, if the accident is reported to the proper authority within 24 hours by the applicant or resident operator; or

(e) Accidents involving damage by contact with animals or fowl; or

(f) Accidents involving Physical Damage, limited to and caused by flying gravel, missiles, or falling objects.

(g) Accidents occurring as a result of the operation of a firefighting, rescue squad, or law enforcement vehicle in response to an emergency if the operator of the vehicle at the time of the accident was a paid or volunteer member of any fire department, rescue squad, or any law enforcement agency. This exception does not include an accident occurring after the vehicle ceases to be used in response to the emergency and the emergency ceases to exist.

Notes

(1) For the purpose of this Plan, a "conviction" shall mean a plea of guilty, a plea of no contest, ~~or of nolo contendere~~ or the determination of guilt by a jury or by a court, even if no sentence has been imposed, or if imposed, has been suspended, ~~though no sentence has been imposed (prayer for judgment continued) or, if imposed, has been suspended (unless it is the first prayer for judgment continued for all licensed operators in the household);~~ and it includes a forfeiture of bail or collateral deposited to secure appearance in court of the defendant, unless the forfeiture has been vacated. A "prayer for judgment continued" shall mean a determination of guilt by a jury or a court though no sentence has been imposed. With respect to a prayer for judgment continued for any moving traffic violation, there shall be no premium surcharge nor any assessment of points unless the vehicle owner, principal operator, or any licensed operator in the owner's household has a driving record consisting of a prayer or prayers for judgment continued for any moving traffic violation or violations during the five years immediately preceding the date of application or the preparation of the renewal.

(2) For the purpose of this Plan, a "moving traffic violation" shall include an infraction as described in **G.S. 14-3.1.**

(3) The phrase "at-fault" means "negligent". No points shall be assigned for accidents when the operator of an insured vehicle is free of negligence.

(4) References to other operators residing in the applicant's household shall also include a principal operator who is not a resident in the applicant's household.

(5) In the event the applicant or any current resident operator has an at-fault accident and is convicted of a moving traffic violation in connection with the accident, only the higher surcharge points between the accident and the violation shall be assigned.

(6) The One Point accident surcharge in Section **B.1.b.(3)** of this rule does not apply if both of the following conditions are met:

(a) The operator was not convicted of a moving traffic violation in connection with the accident; and

(b) The vehicle owner, principal operator, and all licensed operators in the owner's household have had no convictions for moving traffic violations and no other at-fault accidents during the three-year period immediately preceding the date of the application or the date of preparation of the renewal.

(7) With respect to at-fault accidents occurring on or after October 1, 2012, the phrase "total damage to all property" shall be determined based on the following:

(a) For damage to property not owned by the insured, amounts paid or payable to third parties for damage to property, rental reimbursement, loss of use, towing and labor and storage shall be included in the calculation of the accident threshold.

(b) For damage to property owned by the insured, amounts paid or payable for damage to owned property, towing and labor and storage shall be included in the calculation of the accident threshold. Amounts paid for rental reimbursement and loss of use shall not be included in the calculation of the accident threshold.

(8) For a conviction or at-fault accident that occurs while the operator holds only a learner's permit or limited learner's permit, points shall not be assigned until the operator becomes a licensed driver (including limited provisional license or full provisional license) and shall then be assigned for the remainder of the ~~experience~~ surcharge period.

2. Experience Period and Surcharge Period

a. Accidents

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

b. Convictions

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal, except that the experience period shall not include any period prior to July 1, 2025.

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(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Note:

In no event shall:

(a) The five-year surcharge period apply to a conviction that occurred prior to July 1, 2025; or

(b) A conviction that occurred prior to July 1, 2025 and satisfied the three-year surcharge period be subject to an additional SDIP surcharge.

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C. Driving Record Sub-Classification

The driving record sub-classification shall be determined from the number of Driving Record Points accumulated during the experience period as follows:

Number of Driving Record Points	Driving Record Sub-Classification
0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12 Or More	12
Not Eligible For Plan	NE

D. Driving Record Surcharge Premium

1. Single Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Multiply the base premium for each coverage applicable to the auto by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

c. The Driving Record Surcharge Premium for each coverage of the auto equals the SDIP Surcharge for that coverage.

d. Add the applicable Driving Record Surcharge Premium for each coverage to the otherwise applicable premium for each coverage of the auto.

2. Multi-Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Select the auto with the highest Total Base Premium for all coverages combined.

TOTAL BASE PREMIUM is the sum of the base premiums for Bodily Injury and Property Damage Liability, Medical Payments, Comprehensive (or Fire, Theft and Combined Additional Coverage) and Collision coverages that apply to the auto.

c. For each coverage applicable to the auto with the highest Total Base Premium for all coverages combined.

Multiply the base premium for each coverage by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

d. The Driving Record Surcharge Premium is determined separately by coverage for each auto that is insured for that coverage and eligible for SDIP rating.

(1) Determine the number of eligible autos insured for each coverage.

(2) The Driving Record Surcharge Premium for each coverage of each auto equals the SDIP Surcharge for that coverage divided by the number of eligible autos insured for that coverage.

(3) If the above calculation results in a fractional dollar amount for each auto then:

determine the remainder dollar amount and add it to the Driving Record Surcharge Premium for one of the insured autos and disregard the fractional dollar amounts.

Note

The Whole Dollar Premium Rule does not apply in this instance.

(4) If an auto is insured for a coverage not applicable to the auto with the highest Total Base Premium for all coverages combined, then no surcharge applies to that coverage.

e. Add the applicable Driving Record Surcharge Premium for each coverage of each auto to the otherwise applicable premium for each coverage of each auto.

3. Statistical Coding

a. Single Car Risks – Assign the Driving Record Sub-Classification Statistical Code, reflecting the number of points, to the auto.

b. Multi-Car Risks – Assign the Driving Record Sub-Classification Statistical Code reflecting:

(1) The number of driving record points, to the auto with the highest Total Base Premium.

(2) Zero driving record points, to each other auto insured on the policy.

E. Cancellations and Changes

1. Policies for Terms Not Exceeding One Year

No policy shall be endorsed in term to effect a change of Driving Record Sub-Classification except to recognize the addition or deletion of an operator.

2. Policies for Terms Exceeding One Year

No policy shall be endorsed to effect a change of Driving Record Sub-Classification until the next annual anniversary of the inception of the policy except to recognize the addition or deletion of an operator.

PRIMARY CLASSIFICATION RATING FACTORS*

	Use					
	Pleasure Use	**Drive to or from Work**		**Business Use**	**TNC Activity****	**Farm Use**
Coverage	**(1A)**	**Less than 10 Miles (1B)**	**10 or More Miles (1C)**	**(3)**	**TNC**	**(1AF)**
B.I., P.D., Med. Pay	1.00	1.05	1.05	1.05	1.20	.75
Collision	1.00	1.15	1.15	1.15	(a)	.75
Comprehensive Fire, Theft, C.A.C.	1.00	1.25	1.25	1.25	(a)	.75

SINGLE OR MULTI-CAR RISKS AND INEXPERIENCED OPERATOR*
Add the following rating factors to the Use Rating Factor:

No Inexperienced Operator			
Single or Multi-Car Risks	**BI, PD, and Med. Pay.**	**Collision**	**Comprehensive, Fire, Theft, and CAC**
Single Car	**Factor** 0.00	**Factor** 0.00	**Factor** 0.00
Multi-Car	**Factor** -0.35	**Factor** -0.35	**Factor** -0.10

Inexperienced Operator

Single or Multi-Car Risks		BI, PD, and Med. Pay.	Collision	Comprehensive, Fire, Theft, and CAC
Single Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.60	**Factor** +2.30	**Factor** +0.20
	Less than Two Years	**Factor** +1.60	**Factor** +1.50	**Factor** +0.20
	Less than Three Years	**Factor** +1.25	**Factor** +1.35	**Factor** +0.20
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.75	**Factor** +1.40	**Factor** +0.10
	Less than Two Years	**Factor** +0.85	**Factor** +0.80	**Factor** 0.00
	Less than Three Years	**Factor** +0.65	**Factor** +0.60	**Factor** 0.00
Multi-Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.25	**Factor** +1.95	**Factor** +0.10
	Less than Two Years	**Factor** +1.25	**Factor** +1.15	**Factor** +0.10
	Less than Three Years	**Factor** +0.90	**Factor** +1.00	**Factor** +0.10
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.40	**Factor** +1.05	**Factor** 0.00
	Less than Two Years	**Factor** +0.50	**Factor** +0.45	**Factor** -0.10
	Less than Three Years	**Factor** +0.30	**Factor** +0.25	**Factor** -0.10

* For Statistical Coding Requirements – Refer to page NC-E-Coding.

** Applies only to those vehicles on policies ceded to the North Carolina Reinsurance Facility affording coverage for TNC activity under Endorsement **PP 55 45.**

(a) For rating a policy that affords this coverage, please refer to the individual company writing the coverage.

SAFE DRIVER INSURANCE PLAN FACTORS AND CODES

Use the following rating factors to determine the Driving Record Surcharge Premium as explained in the Safe Driver Insurance Plan Rule.

Use the statistical code indicated for the Driving Record Sub-Classification.

Number of Driving Record Points	Driving Record Sub-Classification	Statistical Code	SDIP Rating Factor
0	0	00	0.00
1	1	01	0.40
2	2	02	0.55
3	3	03	0.70
4	4	04	0.90
5	5	05	1.10
6	6	06	1.40
7	7	07	1.70
8	8	08	2.00
9	9	09	2.30
10	10	10	2.60
11	11	11	3.00
12 or more	12	12	3.40
Vehicles Not Eligible For SDIP – Add the following rating factor to the otherwise applicable Combined Rating Factor. Use the statistical code shown below.			
Not Eligible	NE	95	+0.10

SDIP SCENARIOS - Accidents

Date of Accident	Surcharge Trigger	Experience Period	Surcharge Period
All dates	At-Fault Accident	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years

SDIP SCENARIOS - Convictions

Date of Conviction	Surcharge Trigger	Experience Period	Surcharge Period
Prior to 7/1/25	Convictions of a Surchargable Offense	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - 3 or fewer SDIP points	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - Speeding	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - 4 or more SDIP points other than speeding	5 years immediately preceding date of application or renewal, but not prior to 7/1/25	Not less nor more than 5 policy years

NORTH CAROLINA NON-FLEET PRIVATE PASSENGER AUTO RATE ORDER CALCULATION

Please note that the rate order calculation set forth should be utilized in conjunction with the applicable Personal Auto Manual rules and tables to calculate the premium for each applicable coverage and vehicle.

Step 1: Determine the Primary Classification Rating Factor for Bodily Injury, Property Damage, Medical Payments, Comprehensive, and Collision Coverages.

	PRIMARY CLASSIFICATION RATING FACTOR ELEMENTS	**EXPLANATORY NOTES**	**RULE REFERENCE**
	Use Factor	Refer to Rule 4.A for classification details and table for the appropriate factor.	Rule 4.A Classification Primary Classification Rating Factor table
+	Single Car or Multi-Car & Inexperienced Operator Rating Factor	Refer to Rule 4.D for classification details and table for the appropriate factor. Refer to Rule 4.F for classification details and table for the appropriate factor.	Rule 4.D Classification Rule 4.F Classification Primary Classification Rating Factor table
=	***PRIMARY CLASSIFICATION RATING FACTOR***		

Step 2: Determine the Combined Rating Factor for Bodily Injury, Property Damage, Medical Payments, Comprehensive, and Collision Coverages.

	***COMBINED RATING FACTOR* ELEMENTS**	**EXPLANATORY NOTES**	**RULE REFERENCE**
	Primary Classification Rating Factor from Step 1		
x	Increased Limits Factor (Includes Combined Single Limit)	Refer to Rule 18. for the Increased Limits Factor based on applicable coverage. Only applies to Liability Coverages.	Rule 18. Increased Limits
x	Deductible Relativities	Refer to Rule 14.D for the applicable Deductible Insurance Factor. Only applies to Comp and Coll Coverages.	Rule 14.D Miscellaneous Coverages
x	Airbag Discount	Refer to Rule 4.G for classification details. Only applies to Medical Payments Coverage.	Rule 4.G Classification
x	Out of State Vehicle Surcharge	Refer to Rule 4.H for classification details. Only applies to Liability Coverages.	Rule 4.H Classification
=	***COMBINED RATING FACTOR***		

Step 3: Determine the Base Rate for Comprehensive and Collision Coverages from the Rate Pages using the Model Year and Symbol and the Territory. Determine the Base Rate for Bodily Injury, Property Damage, and Medical Payments from the Rate Pages using the applicable Voluntary Business or Ceded Business Table and the Territory.

	BASE RATE ELEMENTS	EXPLANATORY NOTES	RULE REFERENCE
	Territory Definition	Determine Territory Number.	Rule 3.B.4 Premium Determination Personal Vehicle Manual Territory Pages table
	For Comprehensive and Collision Coverages:		
	Model Year and Symbol	Determine Model Year and Symbol. Refer to the Personal Auto Manual Rate Pages table to determine the Base Rate based on desired coverage.	Rule 3.B.3 Premium Determination Refer to the Model Year Rule and Symbol and Identification Manual. *Note*: This manual is available on ISOnet. Rule 3.B.5 Premium Determination Refer to the Personal Auto Manual Rate Pages table.
	For Bodily Injury, Property Damage, and Medical Payments Coverages:		
	Voluntary/Ceded Status	Select the Voluntary Business Table (includes "clean risks" ceded to the North Carolina Reinsurance Facility) or Ceded Business Table. Refer to Personal Auto Manual State Rate Pages – Voluntary Business and Ceded Business table to determine Base Rate based on desired coverage.	Rule 3.B.5 Premium Determination Personal Auto Manual State Rate Pages – Voluntary Business and Ceded Business table
=	***BASE RATE***		

Step 4: Determine the Base Premium for Bodily Injury, Property Damage, Medical Payments, Comprehensive, and Collision Coverages for each vehicle separately. The highest rated vehicle is the vehicle with the highest Total Base Premium calculated as the sum of all coverages [BI PD MP CP (or Fire, Theft and Combined Additional Coverage) CL].

	BASE PREMIUM ELEMENTS	EXPLANATORY NOTES	RULE REFERENCE
	Combined Rating Factor from Step 2		
x	Base Rate from Step 3		
=	***BASE PREMIUM***		

Step 5: Determine the Driving Record Surcharge Premium separately by coverage for Bodily Injury, Property Damage, Medical Payments, Comprehensive, and Collision Coverages for each auto that is insured for that coverage and eligible for SDIP rating.

DRIVING RECORD SURCHARGE PREMIUM **ELEMENTS**		**EXPLANATORY NOTES**	**RULE REFERENCE**
	Use the Base Premium for the applicable coverage of the Highest Rated Vehicle from Step 4	For Multi-Car Risks, assign the driving record sub-classification statistical code reflecting: a. the number of driving record points to the highest rated vehicle. b. zero driving record points to the other autos.	
x	SDIP Rating Factor	Refer to Rule 3.B.2 for autos not eligible for SDIP. Refer to Rule 5.D.1 for Single Car risks eligible for SDIP. Refer to Rule 5.D.2 for Multi-Car risks eligible for SDIP.	Rule 3.B.2 Premium Determination Rule 5.D.1 and Rule 5.D.2 Safe Driver Insurance Plan (SDIP) Safe Driver Insurance Plan Factors and Codes table
=	SDIP Surcharge for the Applicable Coverage		
/	Number of Eligible Vehicles Insured for that Coverage		
=	***DRIVING RECORD SURCHARGE PREMIUM FOR THE APPLICABLE COVERAGE***	For Single Car risks, round each coverage surcharge to the nearest whole dollar. For Multi-Car risks: a. The Whole Dollar Premium Rule does not apply if the Driving Record Surcharge Premium results in a fractional dollar amount for each auto. Determine the remainder dollar amount and add it to the Driving Record Surcharge Premium for one of the insured autos and disregard the fractional dollar amount. b. If an auto is insured for a coverage that is not applicable to the auto with the highest total Base Premium, then no surcharge applies to that coverage for that auto.	Rule 5.D.1 and Rule 5.D.2 Safe Driver Insurance Plan (SDIP)

Step 6: Determine the Total Premium for each coverage and vehicle by reviewing any applicable Miscellaneous Coverages, the Driving Record Surcharge Premium, and the applicable Policy Period.

PREMIUM DETERMINATION ELEMENTS		EXPLANATORY NOTES	RULE REFERENCE
	Total Base Premium from Step 4		
+	Miscellaneous Coverages Premium (Combined UM/UIM BI & UMPD)	Refer to Rule 14. for Miscellaneous Coverages details.	Rule 14. for Miscellaneous Coverages
+	Driving Record Surcharge Premium for each Coverage for which the Vehicle is Insured from Step 5	Does not apply to Rule 14. Miscellaneous Coverages.	
x	Any Policy Period Adjustment	Refer to Rule 8. for Policy Period details.	Rule 8. for Policy Period
=	***TOTAL PREMIUM FOR THE VEHICLE***	Determine premium for each applicable coverage and vehicle.	

MINUTES OF THE AUTOMOBILE COMMITTEE MEETING OF THE NORTH CAROLINA RATE BUREAU
HELD VIRTUALLY JANUARY 15, 2025

MEMBERS PRESENT	REPRESENTED BY
Allstate Insurance Company	Chris Gumaer
	Rick Pierce
	Olivia Raymond
Erie Insurance Company	Joel Gross
Government Employees Insurance Co	Monica Grillo
Hartford Accident and Indemnity Company	John Roesler
Liberty Mutual Insurance Company	Mark Sweder
Nationwide Mutual Insurance Company	Chas Cullen
NC Farm Bureau Mutual Insurance Co	Matt Beamon
Progressive Casualty Insurance Company	Michelle Burkett
Sentry Insurance Company	Reva Tevaarwerk
State Farm Mutual Automobile Insurance Company	Jennifer Heizer
Travelers Insurance Company	Emma Wieduwilt
United Services Automobile Association	Vanessa Nortz

OTHERS PRESENT	REPRESENTED BY
Insurance Services Office	Dave DeNicola*
	Carley Seaman
Young Moore and Henderson, P.A.	Brian Beverly
	Lisa Leeaphorn
	Mickey Spivey
Staff	Joanna Biliouris
	Jarred Chappell
	Tom Burns
	Mark Ford
	Andy Montano
	Rebecca Williams
	Stephanie Gunn
	Hayley Embley
	Karen Ott

Draft

*Attended a portion of the meeting

The meeting commenced at approximately 10:30 A.M., Mr. Sweder of Liberty Mutual Insurance Company presiding.

Attention was directed to the Antitrust Compliance Policy, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct which were previously distributed.

1. Personal Auto Manual Rule 4. Classifications

   Mr. Montano called attention to an exhibit regarding **Rule 4**. Classifications in the Personal Auto Manual, stating that, at the last meeting, the Committee requested editorial changes to **Rule 4.F.1.** Inexperienced Operator and decided not to incorporate a safe driver discount for inexperienced operators, which results in removal of proposed **Rule 4.F.3.c.** Safe Driver Discount. He also reviewed the Inexperienced Operator scenarios table that the Committee requested at the last meeting to be added to the manual. The Committee discussed the information retention provision in **Rule 4.F.1.c** and agreed to a revision.

   After discussion, a motion was made, seconded, and passed to recommend to the Governing Committee to adopt **Rule 4** as revised along with the accompanying scenarios table.

2. Auto Manual Rule 5. Safe Driver Insurance Plan

   Mr. Montano called attention to exhibits prepared by ISO, staff, and counsel regarding revisions to **Rule 5.** Safe Driver Insurance Plan in the Personal Auto Manual. He reviewed the exhibits in detail, stating that the proposed revisions in **Rule 5.** were requested by the Committee at the last meeting and that the revisions included 1) miscellaneous editorial changes; 2) reinforced explanation of the applicable timeframe for convictions; 3) revising the experience period and surcharge period language for accidents and convictions; and 4) adding SDIP scenarios for accidents and convictions.

   After discussion, a motion was made, seconded, and passed to recommend to the Governing Committee to adopt and file the changes to **Rule 5.** as proposed.

3. Rate Order Calculation

   Ms. Embely called attention to an exhibit prepared by staff regarding the Auto Rate Order Calculation. She reviewed the exhibit, stating that it included the revisions that the Committee requested at the January 8, 2025 meeting.

   The Committee agreed that the Rate Order Calculation should be filed as an appendix to the Personal Auto Manual with version numbers in order to track changes and to indicate the date on which substantive changes were published.

   After review and discussion, a motion was made, seconded, and passed to recommend the Rate Order Calculation to the Governing Committee as discussed.

4. Report of Staff

   Mr. Montano stated that the 2024 Homeowners rate filing is anticipated to be finalized soon via settlement.

5. Other Business

   Ms. Williams and Mr. DeNicola brought to the Committee's attention that the $25 collision deductible in the Personal Auto Manual is rarely used and may be outdated.

   After discussion, a motion was made, seconded, and passed to remove the $25 collision deductible from the Personal Auto Manual.

   Ms. Williams reported that there had been confusion among staff and ISO regarding the expanded inexperienced operator surcharges for 4-8 years of driving experience that were selected by the Committee at the January 8, 2025 meeting. The Committee cleared up any confusion by confirming the set of proposed surcharges that was selected.

Draft

6. Adjournment
   There being no further business, the meeting was adjourned.

Respectfully submitted,

Andy Montano

Director, Personal Lines

AM:ko

AC-25-2

1/31/2025

Draft

Governing Committee
Meeting Agenda

Date: July 23, 2024 **Time: 9:00 AM (ET)** **Hybrid Conference**

1. **Welcome**
2. **Roll Call**
3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3).**
4. **Report of Staff**
   - **a.** Organization Update
   - **b.** Operations Update
   - **c.** Finance Update
5. **Report of Counsel**
6. **Report of Committees**
   - **a.** Workers Compensation Committee
     - NCCI will present the 2024 Workers Compensation Rate/Loss Cost Review. The committee will be asked to consider a recommendation from the Workers Compensation Committee related to the Workers Compensation loss cost and residual market rate reviews.
     - NCRB will lead a discussion on our current technology roadmap and the status of re-writing of our core operating system, Spectrum.
   - **b.** Property Committee
     - Staff will present the proposed ISO HO2022 NC Homeowner Program. The Committee will be asked to consider a reommendation from the Property Committee to adopt the ISO HO2022 NC Homeowner Program. Attached, please find the agenda materials for the meeting which include the proposed HO 2022 Forms, Rules and Rates – **Exhibits 4, 5 and 6.** Also, included in the Rules section is the proposed HO Index Stability Factor rule filing for your review.
   - **c.** Automobile Committee
     - Staff will present **Exhibit 7** the Proposed PPA Index Stability Factor rule filing. The Committee will be asked to consider a reommendation from the Private Passenger Auto Committee to adopt the PPA Index Stability Factor.
7. **2023 Meeting Schedule**

October 15, 2024	8:30 AM	Annual Meeting
December 3, 2024	9:00 AM	2025 Budget Discussion

Note: Web conferences may be called on an as-needed basis.

8. Appointment of Nominating Committee

A Nominating Committee consisting of three Governing Committee members is needed to develop a recommendation at the Annual Meeting of member companies to be nominated to fill vacancies on the Governing Committee for the 2024-2025 term.

There are four companies whose terms expire this year:

Accident Fund Insurance Company	Nationwide Mutual Insurance Company
Progressive Casualty Insurance Company	Builders Mutual Insurance Company

Of these companies, Progressive Casualty Insurance Company and Builders Mutual Insurance Company will not be eligible for re-election since they will be completing a second successive three-year term.

9. Other Business

10. Adjournment

JC:ko
GC-24-11
7/16/2024

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

North Carolina Automobile Index Stability Factor Introduced

Introduction

The North Carolina Rate Bureau (Rate Bureau) is introducing a revision to Rule 3. Premium Determination in the Personal Auto Manual (PAM).

Revised Rules

The Rate Bureau is revising the following rules in the PAM:

- Rule 3. Premium Determination
- Rule 4. Classifications

Background

Currently, Paragraph C. of Rule 3.B.1. in the Personal Auto Manual provides the rating information for the Base Premium Computation for all Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision coverages.

Explanation of Changes

The Rate Bureau is making the following revisions to the PAM:

- Rule 3. Premium Determination

  Revising Paragraph B.1.c. to include reference to the Index Stability Factor in the Base Premium Determination calculation.

- Rule 4. Classifications
  - Introducing Paragraph H. Index Stability Factor to provide information related to obtaining the Index Stability Factor.
  - Redesignating Paragraphs H. Out Of State Vehicle, I. Optional Rating Characteristics and J. Optional Enhanced Endorsements to Paragraphs I., J. and K., respectively.

The Index Stability Factor applies on policies written to become effective during the time period as announced by Rate Bureau circulars. The Index Stability Factor will be updated no more or less than once per calendar year after the U.S. Bureau of Labor Statistics publishes the prior year's *Consumer Price Index*, and

may increase or decrease. The Index Stability Factor will be based on the annual average percent change, from year to year, in the selected *Consumer Price Indexes* as described below.

Actuarial Support

The Index Stability Factor is determined first by calculating a weighted average of three Auto-related *Consumer Price Indexes* (CPIs), as published annually by the Federal Reserve Bank of St. Louis from data sourced and compiled by the U.S. Bureau of Labor Statistics. The selected CPIs are the *Consumer Price Index for Motor Vehicle Maintenance and Repair (CUSR0000SETD),* the *Consumer Price Index for Used Cars and Trucks (CUUR0000SETA02),* and the *Consumer Price Index for Medical Care (CUUR0000SEHP04).*

The weighted average of the selected CPIs was determined by first calculating the coverage level written premium mix for the following two groups.

Selected coverages	Written Premium ($ Billions)	Written Premium Percent of Total	Selected Weight
Bodily Injury and Medical Payments coverages	$1.66	21.7%	25%
Property Damage, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision coverages	$5.99	78.3%	75%
Total	$7.65	100%	100%

Next, the CPIs were selected based on the two common types of Automobile claim types: Medical and Physical Damage claims. The *Consumer Price Index for Medical Care (CUUR0000SEHP04)* was selected to represent inflationary loss costs typically associated with Bodily Injury and Medical Payments coverages, and the *Consumer Price Index for Motor Vehicle Maintenance and Repair (CUSR0000SETD)* and the *Consumer Price Index for Used Cars and Trucks (CUUR0000SETA02)* were both selected to represent inflationary loss costs typically associated with Physical Damage claims.

Physical Damage claims were further divided into repairable vehicles and totaled vehicles. The *Consumer Price Index for Motor Vehicle Maintenance and Repair (CUSR0000SETD)* was selected to represent the inflationary loss costs typically associated with repairable vehicles, and the *Consumer Price Index for Used Cars*

and Trucks (CUUR0000SETA02) was selected to represent the inflationary loss costs typically associated with totaled vehicles. Based on input from member companies, approximately one-third of physical damage claims are totaled, with the remainder repairable.

After determining the appropriate CPI for each type of medical and physical damage loss, each CPI was selected and weighted as follows:

CPI	Weighted formula	ISF Weighted Average
Consumer Price Index for Medical Care (CUUR0000SEHP04)	100% of Bodily Injury and Medical Payments claims * 25% (ISF selected weight)	25%
Consumer Price Index for Motor Vehicle Maintenance and Repair (CUSR0000SETD)	2/3 of Property Damage, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision claims * 75% (ISF selected weight)	50%
Consumer Price Index for Used Cars and Trucks (CUUR0000SETA02)	1/3 of Property Damage, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision claims * 75% (ISF selected weight)	25%

The Index Stability Factor is determined by adding 1 to the weighted average of the annual year over year changes in the *Consumer Price Index for Motor Vehicle Maintenance and Repair (CUSR0000SETD), Consumer Price Index for Used Cars and Trucks (CUUR0000SETA02), and Consumer Price Index for Medical Care (CUUR0000SEHP04)* and multiplying the sum by the Index Stability Factor from the prior year, if applicable.

3. PREMIUM DETERMINATION

***

B. Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision premiums are determined as follows:

1. Base Premium Determination

a. Refer to the Classification Rule and Primary Classification Rating Factor tables to determine the Use Factor and the Single or Multi-Car and Inexperienced Operator Rating Factors.

b. Add these rating factors to determine the Primary Classification Rating Factor.

c. Multiply the Primary Classification Rating Factor by the increased limits factors/deductible relativities, airbag discount, index stability factor and out of state vehicle surcharge, as applicable, to determine the Combined Rating Factor applicable to each coverage.

d. The base premium for each coverage is determined by multiplying the base rate by the Combined Rating Factor.

The remainder of the rule is unchanged

4. CLASSIFICATIONS

***

H. Index Stability Factor

From the annual North Carolina Rate Bureau Circular, select the Index Stability Factor for the time period the policy becomes effective.

~~H~~**I. Out Of State Vehicle**

***

~~I~~**J. Optional Rating Characteristics**

***

~~J~~**K. Optional Enhanced Endorsements**

The remainder of the rule is unchanged.

MINUTES OF THE GOVERNING COMMITTEE VIRTUAL MEETING
OF THE NORTH CAROLINA RATE BUREAU HELD JULY 23. 2024

MEMBERS PRESENT	REPRESENTED BY
Accident Fund Insurance Company	Montell Taylor
Allstate Insurance Company	*Rick Pierce
	Steve Hall
Builders Mutual Insurance Company	Dave Boyce
Hartford Fire Insurance	Steve Cummings
Nationwide Mutual Insurance Company	Alex Garate
NC Farm Bureau Mutual Insurance Company	Matt Beamon
Progressive Casualty Insurance Company	Michelle Burkett
	Sean Gump
State Farm Mutual Automobile Insurance Company	Jeff Clinch
The Travelers Indemnity Company	Molly Bowtruczyk
United Services Automobile Association	Jerry Achatz
PUBLIC MEMBERS	Dascheil Propes

OTHERS PRESENT	REPRESENTED BY
American Home Assurance Company	Aryeh Haselkorn
NCCI	Brett Foster
Young Moore and Henderson, P.A.	*Brian Beverly
	*Mickey Spivey
	Lisa Leeaphorn
Staff	*Joanna Biliouris
	*Jarred Chappell
	*Andy Montano
	Edith Davis
	Terry Collins
	*Shelley Chandler**
	*Rebecca Williams
	*Mark Ford
	*Hayley Embley
	*Karen Ott
	*Stephanie Gunn
	*Jodi Webb
	*Allison Smart

*Attended in person
**Attended a portion of the meeting

The meeting commenced at approximately 9:00 A.M., Mr. Pierce of Allstate Insurance Company presiding. Attention was directed to the Rate Bureau's Antitrust Compliance Policy and Board Resolution, Conflict of Interest and Code of Ethics, and Standards of Conduct Statements which were previously distributed.

1. Report of Staff

Ms. Biliouris provided an update on the organization, including 1) the office relocation is on schedule for the planned move-in date of August 26, 2024 and is currently under budget; 2) the Bureau has retained a media consultant to help field and respond to media inquiries; 3) the Annual Meeting will be held October 15, 2024 at the Washington Duke Inn in Durham, NC; and 4) the Department of Insurance has scheduled the Homeowners rate hearing to begin on October 7, 2024.

Mr. Chappell provided an update on the status of filings, noting that 1) the Dwelling rate filing submitted to the Commissioner of Insurance (Commissioner) in July, 2023 has been settled with an overall statewide rate increase of 8%; 2) the Homeowners rate filing was submitted in January of this year with an overall rate increase of 42.2% and the Commissioner has called for a rate hearing in October, 2024; 3) the Mobile Home rate filings submitted in April, 2024 have been scheduled for hearings on April 7, 2025 by the Commissioner; 4) the effective date of S.L. 2023-133 (former S.B. 452), which contains numerous auto insurance changes, has been moved to July 1, 2025 from January 1, 2025.

Mr. Chappell informed the committee that the revised rates, rules, and forms pertaining to UM and UIM coverage changes required by S.L. 2023-133 have been filed with the Commissioner with a proposed effective date of July 1, 2025. He stated that rate negotiations are still ongoing and the Bureau received a settlement offer from the Commissioner on the proposed UIM rate changes resulting from the legislation. [redacted] Mr. Spivey stated that a notice of hearing will be issued if the rate filing is not settled before the deemer date, which is currently August 29, 2024.

Following discussion, the Governing Committee reached a consensus to submit a counteroffer of 52.2% on the UIM rate increase. The Committee requested that the offer be delivered to the Commissioner in writing.

2. Financial

Ms. Davis gave an update from the finance department, noting that 1) the Rate Bureau is currently 7% under budget year-to-date; 2) the 2025 budget preparation process is currently underway; 3) the finance department will implement a new accounting system on August 1, 2024; and 4) the 4th quarter assessments will include the approved expenditure increase for the scheduled Homeowners rate hearing in October.

3. Report of Counsel

Mr. Beverly reported that the Supreme Court's ruling in N.C. Farm Bureau v. Hebert reversed longstanding case law regarding UIM coverage. He stated that the decision was a favorable decision for the industry but has been nullified by a provision in the recently passed S.L. 2024-29, which restored the pre-Hebert interpretation of UIM coverage for private passenger autos. He noted, though, that this change only applies until July 1, 2025, when the other legislative changes to UIM coverage contained in S.L. 2023-133 and S.L. 2024-29 become effective.

Mr. Beverly updated the Committee on the case of Ha v. Nationwide, which involves the requirements for sending notice of cancellation under a homeowners policy, stating that a decision by the North Carolina Supreme Court is still pending.

Mr. Beverly reported that the lawsuits filed in Mecklenburg County by a roofing company apparently contesting the Assignment of Benefits provision in the property forms have continued to expand in numbers, but there has been no change in the status of the cases.

4. Report of Committees

a. Workers Compensation Committee

Mr. Foster summarized the selections and recommendations of the Workers Compensation Committee for both the prospective loss cost review and the assigned risk rate review. Mr. Foster reported that 1) the Committee recommended continuing the methodology used in the previous filings of using an average of paid and paid plus case indications; 2) rate and loss cost revisions were last effective April 1, 2024; 3) three years of experience were reviewed and the Committee recommends using the experience of the two most recent policy years to develop the indications; and 4) based on the experience and various selections by the Committee, the overall indication for the loss costs is -5.2% and for the residual market rates is -4.7%, with both to be effective April 1, 2025. He then reported additional details on various components of the loss costs and the residual market rates. Finally, he reported on recommendations from the Workers Compensation Committee to increase the split point and premium eligibility threshold for the experience rating methodology.

Following discussion, a motion was made, seconded, and passed to adopt the recommendations of the Workers Compensation Committee and instruct staff to prepare filings to be submitted on or before September 1, 2024.

Mr. Chappell called attention to a PowerPoint presentation regarding the current technology roadmap and the status of re-writing the Workers Compensation core operating system. He stated that the Spectrum/Nova re-write project has become increasingly difficult to maintain due to the lack of cohesiveness among the current Spectrum Partners and the diminishing support from the vendor.

Mr. Chappell stated that the current system is outdated and obsolete and developing our own operating system would be more efficient. He stated that 1) the projected cost to build the system would be approximately $9.2 million over the next 10 years; 2) the expense would be assessed to all Workers Comp writers in North Carolina; 3) there is another Bureau that is interested in purchasing the system once completed, which should help recoup some of the cost; 4) the current Spectrum/Nova system would be maintained until the new system was built; and 5) this comes as a recommendation from the Workers Comp Committee.

After discussion, it was the consensus of the Governing Committee to move forward with the project to develop a new Workers Comp operating system.

b. Property Committee

Mr. Montano called attention to exhibits previously distributed with the agenda regarding the proposed ISO HO 2022 Homeowners Program (the "ISO HO 2022 Program"). He stated that the Property Committee recommends adopting the ISO HO 2022 Program, which includes revised forms, rules, and rates.

Mr. Ford reviewed the highlights of the ISO HO 2022 Program and the HO Index Stability Factor and rule.

Mr. Montano stated that staff is preparing a sample advisory notice which outlines the revisions in the ISO HO 2022 Program.

After discussion, a motion was made, seconded, and passed to accept the recommendation from the Property Committee to adopt and file the ISO HO 2022 Program rates, rules, and forms with

implementation 1 year after the approval by the Commissioner with flexibility for minor editorial adjustments.

c. Automobile Committee

Mr. Montano called attention to an exhibit previously sent with the agenda regarding the proposed Private Passenger Auto Index Stability Factor and rule. He stated that the Automobile Committee recommends adopting the new rule which incorporates a factor into the premium calculation to reflect at least part of the impact of inflation and reduce the burden of costly and time-consuming rate filings. He further stated that the rating factor would be based on a weighted average of the latest 12-month percentage changes in three Consumer Price Indices. It was noted that the factor would also apply to ceded private passenger automobile insurance policies.

After discussion, a motion was made, seconded, and passed to adopt and file the Index Stability Factor rule as recommended by the Auto Committee to be effective October 1, 2025, with flexibility for minor editorial changes as necessary.

5. Meeting Schedule

The schedule of Governing Committee meetings for 2024 was reviewed and it was noted that the next meeting is the 2024 Annual Meeting, which is scheduled for October 15, 2024.

6. Other Business - Appointment of Nominating Committee

Mr. Pierce reported that a Nominating Committee is needed for the Governing Committee elections that will be held at the Annual Meeting. Mr. Pierce noted that this committee would nominate member companies to fill vacancies on the Governing Committee and would also nominate companies for the Chair and Vice Chair positions. Allstate Insurance Company, State Farm Mutual Automobile Insurance Company, and Public Member Daschiel Propes volunteered to serve on the Nominating Committee.

Respectfully Submitted,

Jarred Chappell
Chief Operating Officer
North Carolina Rate Bureau

JC:ko
GC-24-11
9/5/2024

Governing Committee
Meeting Agenda

Date: January 21, 2024 **Time: 9:00 AM (ET)** **Hybrid Meeting**

1. **Welcome**

2. **Roll Call**

3. **Antitrust, Conflict of Interest, Code of Ethics and Standards of Conduct Statements (Exhibits 1, 2, 3)**

4. **Report of Staff**
   - Organization Update
   - Operations Update

5. **Report of Counsel**

6. **2025 Private Passenger Auto Rate level Review**

   Staff will review a proposal from the Auto Committee regarding a recommendation on the 2025 Private Passenger Auto Rate Review (**Exhibit 4**). This proposal includes the rate review, as well as a class review, territory review, the Index Stability Factor, changes to deductibles, changes to extended transportation, and the remaining changes required to implement SL2023-133 and SL2024-29 with regard to Inexperienced Operators and the SDIP program.

   The committee will be called upon to take action with respect to the recommendation.

   For review, we are including the full rate review package (**Exhibit 5**), Rule 4 detailed changes including examples (**Exhibit 6**), Rule 5 detailed change including examples (**Exhibit 7**).

7. **Rate Order Calculation - Private Passenger Auto**

   Staff will present a recommendation from the Auto Committee regarding a published Rate Order Calculation (ROC) as (**Exhibit 8)**.

   The committee will be called upon to take-action on the recommendation.

8. 2025 Meeting Schedule

Meeting Date	Time	Meeting Purpose
April 10, 2025	9:00 am	Miscellaneous Matters
July 22, 2025	9:00 am	Workers Compensation Rate Review
October 21, 2025	8:30 am	Annual Meeting
December 2, 2025	9:00 am	2026 Budget Discussion

Note: All meetings to be held with both In-Person and Virtual options. Web conferences may be called on an as-needed basis.

9. Any other business which might properly come before the Committee

JC:ko
GC-25-2
Attachments
1/16/2025

NORTH CAROLINA RATE BUREAU

ANTITRUST COMPLIANCE POLICY AND BOARD RESOLUTION

Whereas, it is the established policy of the North Carolina Rate Bureau to comply fully with all laws and regulations applicable to its operations; and

Whereas, the creation and operation of the North Carolina Rate Bureau is to promulgate rates and forms, and because the activities and functions bring together representatives of insurance companies that may be in competition, it is the policy of the NCRB, in the course of its activities and functions, to discourage and prohibit the disclosure of competitive information.

Resolved, that the following antitrust guidelines are adopted by the Governing Committee of the NCRB.

These guidelines apply to those individuals and alternates who serve on the NCRB Governing Committee, NCRB committees and subcommittees and NCRB task forces and any other individual in attendance at an NCRB meeting.

1. In performing the statutory duties of the North Carolina Rate Bureau, avoid any action or statement which would give the appearance of private motivation.
2. Conduct business at regularly scheduled, formal meetings where minutes are kept and counsel is present.
3. Do not hold "informal" meetings or "rump sessions" at which any agreements or understandings are reached or any decisions are made.
4. Do not authorize, agree to, engage in or even discuss any activity which might be interpreted as boycott, coercion or intimidation.
5. Specifically, do not authorize, agree to, engage in or even discuss any division of markets, allocation of customers or refusal to do business with any individual or business organization.
6. Do not discuss individual company results, or current or future marketing or pricing strategies or business plans.
7. When in doubt, consult counsel.

NORTH CAROLINA RATE BUREAU

CONFLICTS OF INTEREST STATEMENT

Whereas, the North Carolina Rate Bureau affirms its confidence in the loyalty and integrity of its Governing Committee, Bureau employees, agents, consultants and member representatives including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces; and

Whereas, it is the policy of the Bureau that members of the governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces conduct their personal and business affairs in such a manner as to avoid any possible conflict of interest with their duties and responsibilities owed to the Bureau; and

Now therefore, it is resolved that the Governing Committee hereby adopts the following policy addressing conflicts of interest:

It is the Bureau's policy that the Governing Committee, Bureau employees, agents and consultants and member representatives, including those individuals and alternates who serve on and attend Bureau committees, subcommittees and task forces shall not permit private interests to conflict with the proper discharge of his or her duties, nor shall one's position or the knowledge gained therein be used to further such interests. In addition, each said person shall conduct his or her private affairs in such manner as to avoid giving the appearance of any such conflict.

Any person having a conflict of interest on a matter shall not vote, take action, or use his or her personal influence on the matter. However, he or she may be counted in determining the quorum for a meeting where action on the matter may be taken. The minutes of any such meeting shall reflect that a disclosure was made and the abstention from voting.

It is understood and acknowledged by the Governing Committee that, as a result of the Bureau's unique structure and relationship to its members, many representatives of the Bureau will have certain inherent and obvious interest unique to his or her position held outside of the Bureau structure. This Policy is not intended to require a disclosure of such obvious situations at every meeting. This Policy should however serve as a reminder to those individuals who find themselves in that situation that, when taking action on behalf of the Bureau, they must make decisions that they believe to be in the best interest of the Bureau and its member companies and put aside other interests they represent.

NORTH CAROLINA RATE BUREAU

CODE OF ETHICS AND STANDARDS OF CONDUCT

The undersigned, an individual committee member or a representative of a company member (on behalf of his/her company) on a committee of the North Carolina Rate Bureau ("Bureau") (a "member"), hereby agrees to conform to the following code of ethics and to abide by the following standards of conduct:

1. Each member's conduct shall be marked by integrity and dignity, and he or she shall expect and encourage such conduct by others.
2. Each member should understand and support the Bureau's mission, purposes, goals, policies, programs, services, strengths and needs and be able to communicate them to others. In the performance of his or her duties, each member shall obey all applicable state, local and federal laws, rules and regulations.
3. Each member agrees to be governed by a spirit of cooperation, helpfulness and frankness in his or her relationship with fellow members to the end that each shall be equipped, through cooperative measures and exchanges of ideas, to better perform and function, and to foster the advancement and prestige of the Bureau.
4. Each member shall respect the confidential and proprietary nature of information received in the performance of his, hers or its duties and shall not divulge any privileged, confidential or proprietary information of the Bureau (including without limitation privileged work product and attorney/client communication) unless legally discharged from such obligation. No member shall have authority to waive or compromise any claim of privilege or confidentiality unless authorized to do so. Individual representatives of a company shall not share privileged, confidential or proprietary information of the Bureau with persons within his/her company unless such persons are informed of the company's obligations under this agreement.
5. Each member agrees that he or she does not and shall not speak or act on behalf of the Bureau unless authorized to do so.
6. Each member agrees to observe the policies and procedures of the Bureau, including without limitation the Antitrust Compliance Policy and the Conflicts of Interest Statement.
7. Each member shall seek to avoid any perception that he or she is not acting in the Bureau's best interest.

Exhibit 4

2025 North Carolina Private Passenger Auto Review

January 21, 2025

RESTRICTIONS AND LIMITATIONS

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2025 Private Passenger Automobile Review At A Glance

Recommended Updates and Filing:

- PP Auto 2/1/2025 Rate Review
- Misc Review (Deductibles, Extended Transportation)
- Index Stability Factor
- SL2023-133/SL2024-29
  - Rule 4: Inexperienced Operator
  - Class Factor Review: Inexperienced Operator
  - New factors for 4-8 years
  - Rule 5: SDIP

Reviewed, No Changes recommended:

- Class Factor review (SDIP, Multi-Car, Use)
- Misc Review (Towing and Labor)
- Territory Review

2025 Private Passenger Automobile Review

Informational Items

- Pre-filed testimony to be prepared by *Paul Ericksen* from Verisk, rather than Raul Retian
- Full Details are provided in the package of materials included with this agenda; this Power Point reviews materials at a high level
- Review of Class plan required by statute every 3 years, due in 2025
- Review of Territories required by statute every 10 years, due in 2025

2025 Private Passenger Automobile Review At A Glance

Recommended Updates and Filing:

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- Misc Review (Deductibles, Extended Transportation)
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Reviewed, No Changes recommended:

- Class Factor review (SDIP, Multi-Car, Use)
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- Territory Review

Summary of 2025 PP Auto Review Indications

Coverage	2023 Earned Premium at Current Level (000s)	Indicated Rate Level Change^
Bodily Injury	$2,031,347	+13.0%
Property Damage	2,206,408	+26.7%
Medical Payments	144,549	+0.4%
Uninsured Motorists	220,000	+47.6%
Underinsured Motorists	253,588	+41.1%
Auto Liability Total	**$4,855,892**	**+21.9%**
Comprehensive	$1,291,777	+75.8%
Collision	3,441,089	+3.7%
Auto Physical Damage Total	**$4,732,866**	**+23.4%**
Auto Total	**$9,588,758**	**+22.6%**
Motorcycle Liability	*$71,214*	*-9.0%*

^ UM, UIM and Motorcycle Liability based on three years experience (2021-2023). All others based on 2023 experience only. BI and PD changes represent basic limits and higher limits indications combined.

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Comparison of Selected Expenses

Rate Component	2023 Filing^		Current Review*	
	Liability	Phy Dam	Liability	Phy Dam
Underwriting Profit	8.0%	9.5%	8.0%	9.5%
Dividends	0.4%	0.4%	0.3%	0.4%
Contingencies	0.0%	0.0%	0.0%	0.0%
Deviations	9.1%	17.4%	8.4%	14.3%
Fixed Expense Ratio	16.2%	14.4%	16.0%	14.1%
Variable Expense	10.4%	10.6%	10.4%	10.3%
Loss Adjustment Expense (BI)	11.9%	12.2%	10.8%	11.0%
Loss Adjustment Expense (PD)	11.4%		11.0%	

^ Expense ratios represent the average ratio for the 2017-2019, 2021 experience years.

* Expense ratios represent the average ratio for the 2019, 2021-2023 experience years.

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Comparison of Trends

Component	2023 Filing^ (Hist.)	2023 Filing^ (Prosp.)	Current Review* (Hist.)	Current Review* (Prosp.)
Bodily Injury Basic Limits	+6.0%	+7.1%	+5.1%	+4.5%
Bodily Injury Total Limits	+7.5%	+8.1%	+5.6%	+4.5%
Property Damage	+12.0%	+11.6%	+13.8%	+6.5%
Medical Payments	-0.1%	0.0%	+1.5%	+2.5%
Comprehensive	+10.0%	+10.0%	+17.5%	+15.3%
Collision	+15.0%	+15.7%	+9.1%	+4.0%
Uninsured BI	+6.0%	+6.0%	+7.0%	+7.6%
Uninsured PD	+7.5%	+7.0%	+11.5%	+11.5%
Underinsured BI	+8.7%	+8.7%	+7.1%	+8.1%
Expense Trend		+5.5%		+4.0%
Annualized Symbol – Comp		+4.3%		+3.7%
Annualized Symbol -Col		+1.7%		+1.6%

^ Loss Trends for the 2023 filing are based on experience through 6/30/2022 for BI, PD, MP, Comprehensive and Collision, and through 12/31/2021 for UM BI, UM PD and UIM BI coverages.

* Loss Trends for the current review are based on experience through 6/30/2024 for BI, PD, MP, Comprehensive and Collision, and through 12/31/2023 for UM BI, UM PD and UIM BI coverages.

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Review of 2023 PP Auto Filing Settlement

Coverage	2023 Filed Rate Change	Settlement Year 1 effective 12/1/2023	Settlement Year 2 effective 12/1/2024	2023 Two Year Settlement Overall Rate Change	2025 Review Indicated Change
Liability	+31.4%	+8.0%	+7.9%	+16.5%	+21.9%
Physical Damage	+25.5%	+1.0%	+1.0%	+2.1%	+23.4%
Total	+28.4%	+4.5%	+4.5%	+9.2%	+22.6%

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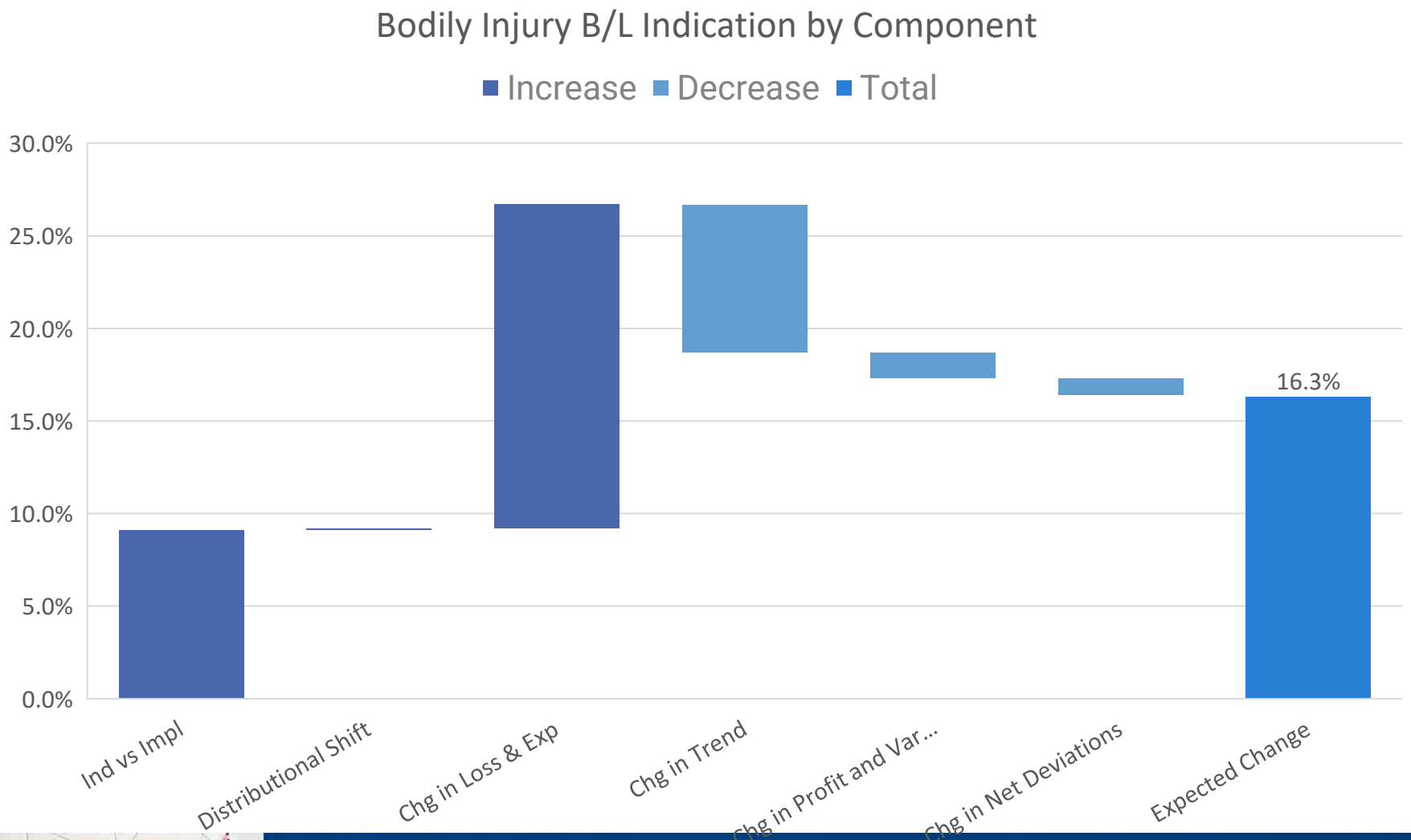
Coverage Indication Chart – 2025 Review vs. 2023 Filing



Component	Effect
Indicated vs Implemented	9.1%
Distributional Shift	0.1%
Chg in Losses and Expense	16.0%
Chg in Trend	-6.3%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%

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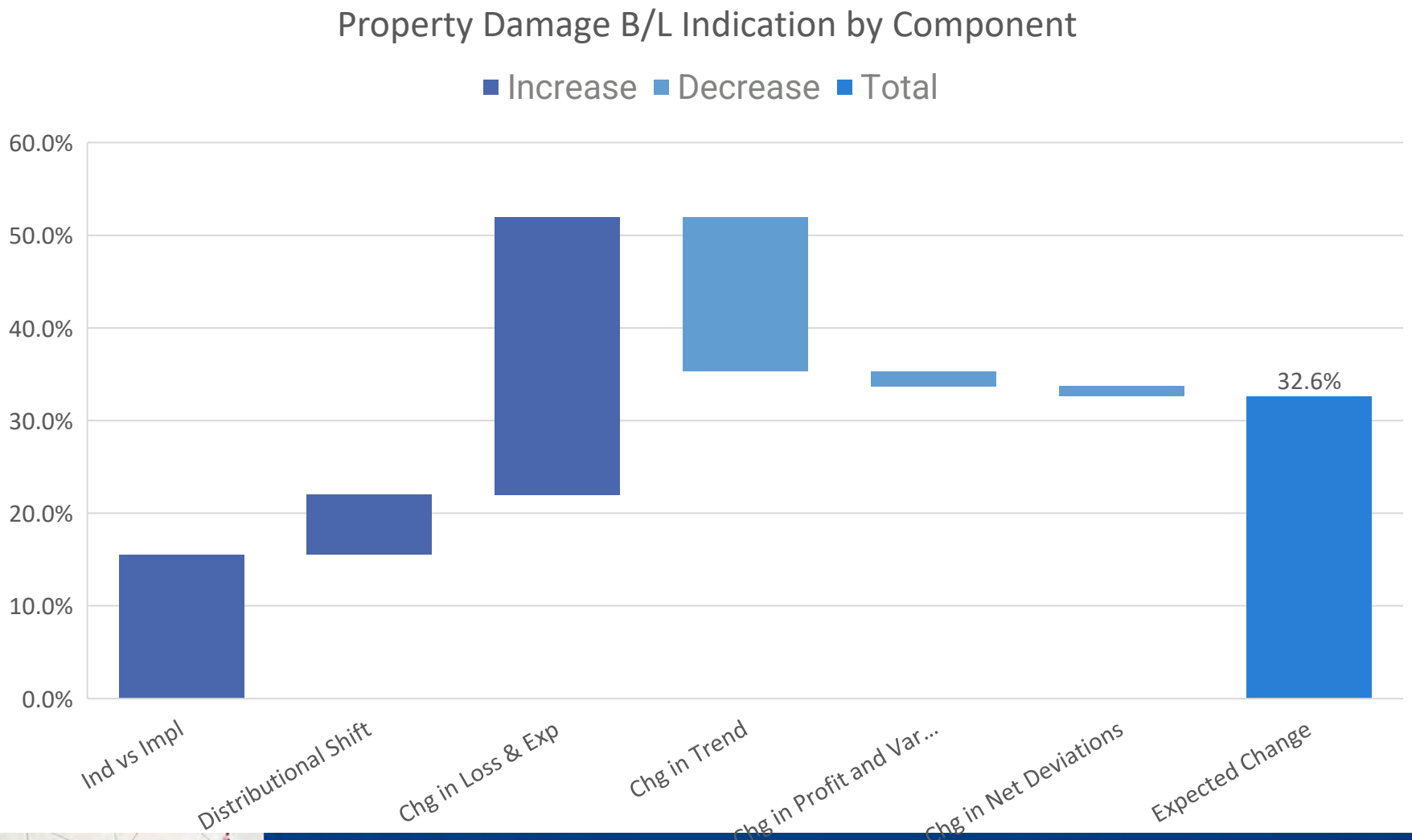
Coverage Indication Chart – 2025 Review vs. 2023 Filing



Component	Effect
Indicated vs Implemented	15.5%
Distributional Shift	5.6%
Chg in Losses and Expense	24.6%
Chg in Trend	-11.0%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%

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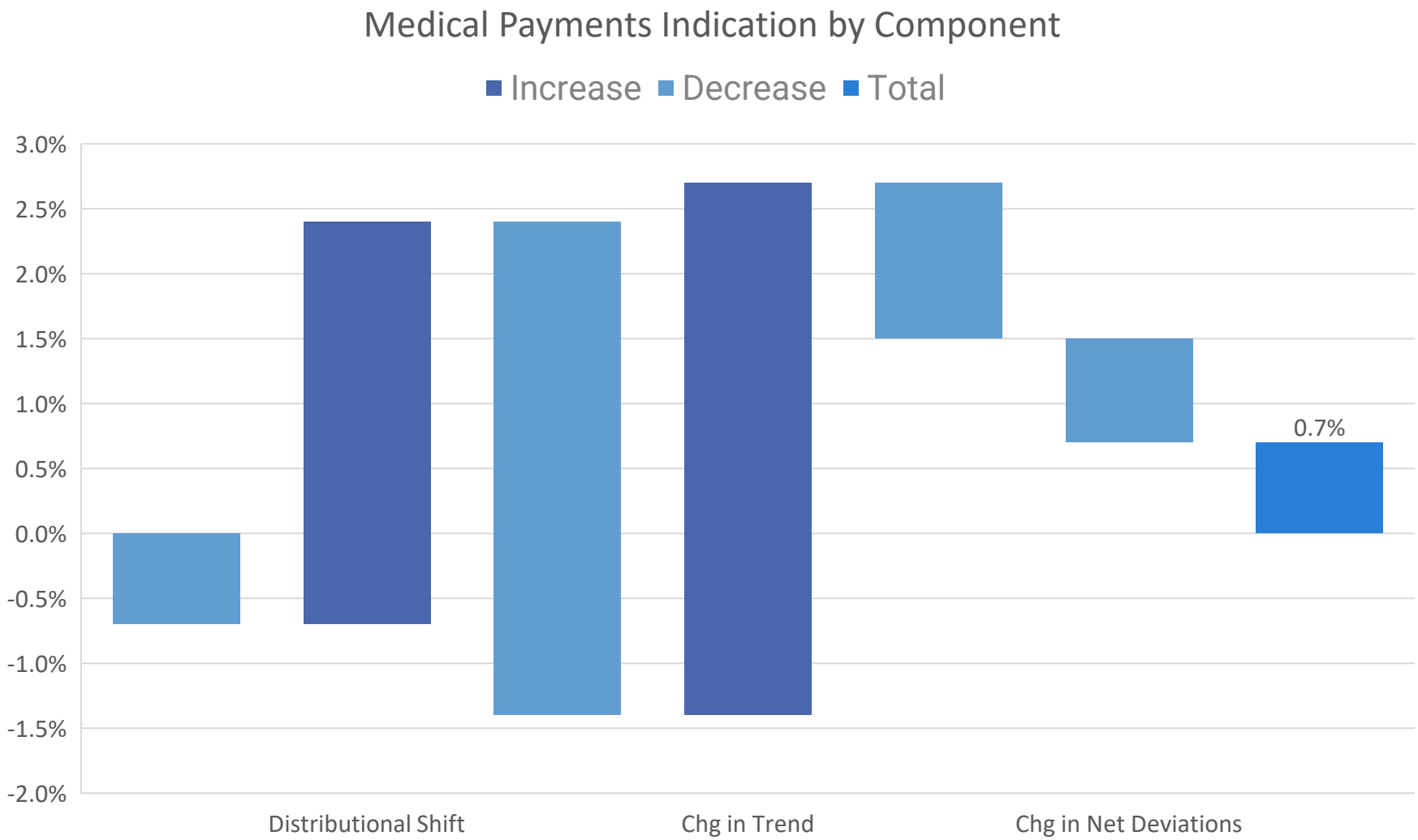
Coverage Indication Chart – 2025 Review vs. 2023 Filing



Component	Effect
Indicated vs Implemented	-0.7%
Distributional Shift	3.1%
Chg in Losses and Expense	-3.7%
Chg in Trend	4.2%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%

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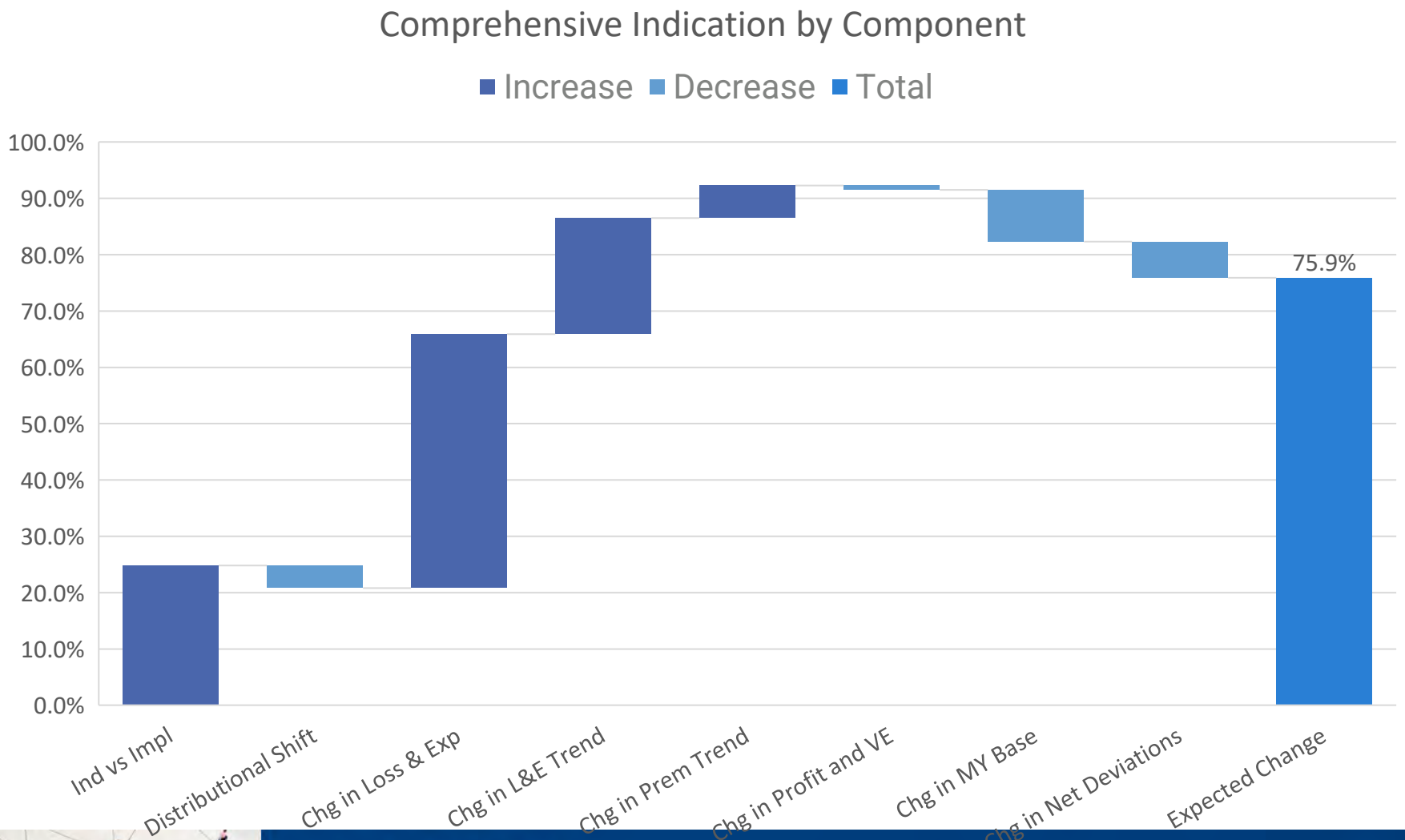
Coverage Indication Chart – 2025 Review vs. 2023 Filing



Component	Effect
Indicated vs Implemented	24.8%
Distributional Shift	-3.2%
Chg in Losses and Expense	37.3%
Chg in Loss and Expense Trend	12.4%
Chg in Premium Trend	3.1%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-4.8%
Chg in Net Deviations	-3.5%

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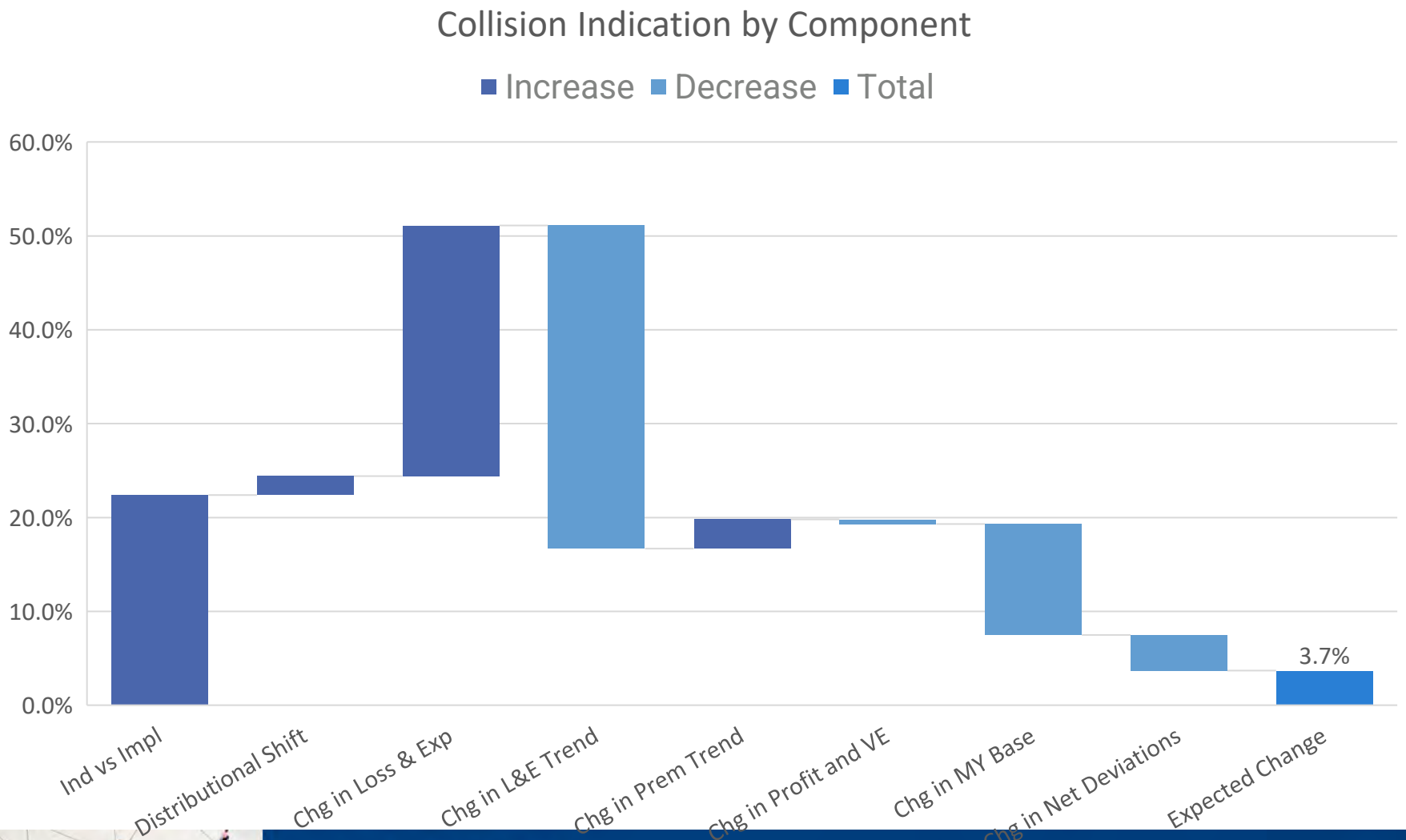
Coverage Indication Chart – 2025 Review vs. 2023 Filing



Component	Effect
Indicated vs Implemented	22.4%
Distributional Shift	1.6%
Chg in Losses and Expense	21.5%
Chg in Loss and Expense Trend	-22.8%
Chg in Premium Trend	2.7%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-9.9%
Chg in Net Deviations	-3.5%

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2025 Private Passenger Automobile Review At A Glance

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- Index Stability Factor
- SL2023-133/SL2024-29
  - Rule 4: Inexperienced Operator
  - Class Factor Review: Inexperienced Operator
  - New factors for 4-8 years
  - Rule 5: SDIP

Reviewed, No Changes recommended:

- Class Factor review (SDIP, Multi-Car, Use)
- Misc Review (Towing and Labor)
- Territory Review

Deductible Relativity Review

Coverage	Deductible Level	Current Relativity	Indicated Relativity	Proposed Relativity
Comprehensive	Full Coverage	1.00	1.000	1.00
	$ 50 Deductible	0.96	0.982	0.98
	$ 100 Deductible	0.93	0.964	0.96
	$ 250 Deductible	0.84	0.914	0.91
	$ 500 Deductible	0.70	0.835	0.84
	$1000 Deductible	0.58	0.720	0.72
Collision	$ 50 Deductible	1.02	1.009	1.01
	$ 100 Deductible	1.00	1.000	1.00
	$ 200 Deductible	0.97	0.984	0.98
	$ 250 Deductible	0.96	0.975	0.97*
	$ 500 Deductible	0.91	0.938	0.93*
	$1000 Deductible	0.81	0.866	0.87

* Proposed to satisfy consistency test.

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Extended Transportation (Rental) Rate Review

Coverage	Daily / Monthly Limit	Present Rate ($)	Indicated Rate ($)	Proposed Rate ($)
Extended Transportation	$ 15 / $ 450	13	22.28	22
	$ 30 / $ 900	26	44.56	45
	$ 50 / $1500	42	71.99	72
	$ 75 / $2250	61	104.55	105
	$100 / $3000	79	135.41	135

2025 Private Passenger Automobile Review At A Glance

Recommended Updates and Filing:

- PP Auto 2/1/2025 Rate Review
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  - Rule 5: SDIP

Reviewed, No Changes recommended:

- Class Factor review (SDIP, Multi-Car, Use)
- Misc Review (Towing and Labor)
- Territory Review

Index Stability Factor (ISF) Rule

North Carolina
Personal Auto Manual

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3. PREMIUM DETERMINATION

***

B. Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision premiums are determined as follows:

1. Base Premium Determination

a. Refer to the Classification Rule and Primary Classification Rating Factor tables to determine the Use Factor and the Single or Multi-Car and Inexperienced Operator Rating Factors.

b. Add these rating factors to determine the Primary Classification Rating Factor.

c. Multiply the Primary Classification Rating Factor by the increased limits factors/deductible relativities, airbag discount, index stability factor and out of state vehicle surcharge, as applicable, to determine the Combined Rating Factor applicable to each coverage.

d. The base premium for each coverage is determined by multiplying the base rate by the Combined Rating Factor.

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2025 Private Passenger Automobile Review At A Glance

Recommended Updates and Filing:

- PP Auto 2/1/2025 Rate Review
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- Index Stability Factor
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  - **Rule 4: Inexperienced Operator**
  - **Class Factor Review: Inexperienced Operator**
  - **New factors for 4-8 years**
  - **Rule 5: SDIP**

Reviewed, No Changes recommended:

- Class Factor review (SDIP, Multi-Car, Use)
- Misc Review (Towing and Labor)
- Territory Review

SL2023-133/SL2024-29
Rule 4. Inexperienced Operator

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. **Inexperienced Operator**

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. Such surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

   Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.

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SL2023-133/SL2024-29
Rule 4. Inexperienced Operator

Insurers shall maintain in their files ~~for at least three years from the inception of the policy~~ the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The surcharge shall not be applied for more than three years for drivers licensed for the first time prior to July 1, 2025; The surcharge shall not be applied for more than eight years for drivers licensed for the first time on or after July 1, 2025~~regardless of policy term or effective date~~.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

   The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

~~3. **Safe Driver Discount**~~

~~Licensed drivers subject to the Inexperienced Operator surcharges for a period of up to eight years, as described in Paragraph **F.1.** of this rule, may be eligible for an inexperienced safe driver discount after three full years of driving experience, subject to the following:~~

~~a. To be eligible for the premium discount, an inexperienced licensed driver cannot have any at-fault accidents or convictions on their driving record, whether or not such at-fault accidents or convictions result in the assignment of points under the Safe Driver Insurance Plan.~~

~~b. Any at-fault accidents or convictions shall preclude the inexperienced licensed driver from being eligible for the premium discount for a period of five years.~~

~~c. Eligibility for the premium discount terminates once the inexperienced driver has been licensed for eight years or when the inexperienced driver has any at-fault accidents or convictions.~~

~~**Note**~~

~~For purposes of Paragraph **F.3.** of this rule, convictions on a driving record shall include convictions for which a prayer for judgment continued was granted.~~

Committee Considered

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SL2023-133/SL2024-29
Rule 4. Inexperienced Operator

INEXPERIENCED OPERATOR SCENARIOS		
Date First Licensed	**Surcharge Trigger**	**Period of IO Surcharge**
Prior to 7/1/25	Inexp Op	3 years beginning on the date first licensed
7/1/25 and after	Inexp Op	8 years beginning on the date first licensed

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Class Review: Inexperienced Operator Factors

- Current and Selected

		Liability		Comprehensive		Collision	
Rating Variable	**Classification**	**Current**	**Selected**	**Current**	**Selected**	**Current**	**Selected**
Inexperienced Operator	No inexp	0.00	0.00	0.00	0.00	0.00	0.00
	Principal < 1 yr	2.60	2.60	0.20	0.20	2.30	2.20
	Occasional < 1 yr	1.75	1.70	0.10	0.10	1.40	1.20
	Principal < 2 yrs	1.60	1.50	0.20	0.20	1.50	1.20
	Occasional < 2 yrs	0.85	0.85	0.00	0.00	0.80	0.60
	Principal < 3 yrs	1.25	1.15	0.20	0.20	1.35	0.90
	Occasional < 3 yrs	0.65	0.60	0.00	0.00	0.60	0.40

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SL2023-133/SL2024-29
Inexperienced Operator with 4 – 8 Years of Experience

- Proposed Factors – Liability Coverage

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	No inexperienced ops.	0.00	0.00
	Less than 1 yr	2.60	1.70
	Less than 2 yrs	1.50	0.85
	Less than 3 yrs	1.15	0.60

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	Less than 4 yrs	0.95	0.55
	Less than 5 yrs	0.75	0.45
	Less than 6 yrs	0.55	0.35
	Less than 7 yrs	0.35	0.25
	Less than 8 yrs	0.20	0.15

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SL2023-133/SL2024-29
Inexperienced Operator with 4 – 8 Years of Experience

- Proposed Factors – Comprehensive Coverage

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	No inexperienced ops.	0.00	0.00
	Less than 1 yr	0.20	0.10
	Less than 2 yrs	0.20	0.00
	Less than 3 yrs	0.20	0.00

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	Less than 4 yrs	0.20	0.00
	Less than 5 yrs	0.20	0.00
	Less than 6 yrs	0.15	0.00
	Less than 7 yrs	0.15	0.00
	Less than 8 yrs	0.10	0.00

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SL2023-133/SL2024-29
Inexperienced Operator with 4 – 8 Years of Experience

- Proposed Factors – Collision Coverage

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	No inexperienced ops.	0.00	0.00
	Less than 1 yr	2.20	1.20
	Less than 2 yrs	1.20	0.60
	Less than 3 yrs	0.90	0.40

Rating Variable	Classification	Principal	Occasional
Inexperienced Operator	Less than 4 yrs	0.75	0.35
	Less than 5 yrs	0.55	0.25
	Less than 6 yrs	0.35	0.20
	Less than 7 yrs	0.25	0.15
	Less than 8 yrs	0.15	0.10

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SL2023-133/SL2024-29
Rule 5. Safe Driver Incentive Plan (SDIP)

(5) Two points shall be assigned for a conviction for:

(a) Illegal passing;

(b) Speeding more than 10 miles per hour over the posted speed limit, provided the total speed was in excess of 55 miles per hour but less than 76 miles per hour;

(c) Speeding 10 miles per hour, or less, in excess of the posted speed limit in a speed zone of 55 miles per hour or greater;

Waiver

For convictions that occur prior to July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, these points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

(d) Following too closely; or

(e) Driving on wrong side of road.

(6) One point shall be assigned for a violation resulting in a conviction for speeding 10 miles per hour, or less, in excess of the posted speed limit of less than 55 miles per hour.

Waiver

For convictions that occur prior to July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, this point shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

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SL2023-133/SL2024-29
Rule 5. Safe Driver Incentive Plan (SDIP)

Notes

(1) For the purpose of this Plan, a "conviction" shall mean a plea of guilty, a plea of no contest, ~~or of nolo contendere~~ or the determination of guilt by a jury or by a court, even if no sentence has been imposed, or if imposed, has been suspended, ~~though no sentence has been imposed (prayer for judgment continued) or, if imposed, has been suspended (unless it is the first prayer for judgment continued for all licensed operators in the household);~~ and it includes a forfeiture of bail or collateral deposited to secure appearance in court of the defendant, unless the forfeiture has been vacated. A "prayer for judgment continued" shall mean a determination of guilt by a jury or a court though no sentence has been imposed. With respect to a prayer for judgment continued for any moving traffic violation, there shall be no premium surcharge nor any assessment of points unless the vehicle owner, principal operator, or any licensed operator in the owner's household has a driving record consisting of a prayer or prayers for judgment continued for any moving traffic violation or violations during the five years immediately preceding the date of application or the preparation of the renewal.

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SL2023-133/SL2024-29
Rule 5. Safe Driver Incentive Plan (SDIP)

(8) For a conviction or at-fault accident that occurs while the operator holds only a learner's permit or limited learner's permit, points shall not be assigned until the operator becomes a licensed driver (including limited provisional license or full provisional license) and shall then be assigned for the remainder of the ~~experience~~ surcharge period.

2. Experience Period and Surcharge Period

a. Accidents

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

b. Convictions

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal, except that the experience period shall not include any period prior to July 1, 2025.

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SL2023-133/SL2024-29
Rule 5. Safe Driver Incentive Plan (SDIP)

(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Note:

In no event shall:

(a) The five-year surcharge period apply to a conviction that occurred prior to July 1, 2025; or

(b) A conviction that occurred prior to July 1, 2025 and satisfied the three-year surcharge period be subject to an additional SDIP surcharge.

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SL2023-133/SL2024-29
Rule 5. Safe Driver Incentive Plan (SDIP)

SDIP SCENARIOS - Accidents

Date of Accident	Surcharge Trigger	Experience Period	Surcharge Period
All dates	At-Fault Accident	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years

SDIP SCENARIOS - Convictions

Date of Conviction	Surcharge Trigger	Experience Period	Surcharge Period
Prior to 7/1/25	Convictions of a Surchargable Offense	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - 3 or fewer SDIP points	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - Speeding	3 years immediately preceding date of application or renewal	Not less nor more than 3 policy years
7/1/25 and after	Convictions - 4 or more SDIP points other than speeding	5 years immediately preceding date of application or renewal, but not prior to 7/1/25	Not less nor more than 5 policy years

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2025 Private Passenger Automobile Review At A Glance

Recommended Updates and Filing:

- PP Auto 2/1/2025 Rate Review
- Misc Review (Deductibles, Extended Transportation)
- Index Stability Factor
- SL2023-133/SL2024-29
  - Rule 4: Inexperienced Operator
  - Class Factor Review: Inexperienced Operator
  - New factors for 4-8 years
  - Rule 5: SDIP

Reviewed, No Changes recommended:

- **Class Factor review (SDIP, Multi-Car, Use)**
- **Misc Review (Towing and Labor)**
- **Territory Review**

Safe Driver Insurance Plan Factors

- Current and Selected – No change

Rating Variable	Points	Current	Selected
SDIP	0	0.00	0.00
	1	0.40	0.40
	2	0.55	0.55
	3	0.70	0.70
	4	0.90	0.90
	5	1.10	1.10
	6	1.40	1.40
	7	1.70	1.70
	8	2.00	2.00
	9	2.30	2.30
	10	2.60	2.60
	11	3.00	3.00
	12	3.40	3.40
	Not Eligible	0.10	0.10

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Class review: Multi-Car and Use Factors

- Current and Selected – No change

		Liability		Comprehensive		Collision	
Rating Variable	**Classification**	**Current**	**Selected**	**Current**	**Selected**	**Current**	**Selected**
Multicar	Single	0.00	0.00	0.00	0.00	0.00	0.00
	Multi	-0.35	-0.35	-0.10	-0.10	-0.35	-0.35
Use	Pleasure	0.00	0.00	0.00	0.00	0.00	0.00
	Work < 10 miles	0.05	0.05	0.25	0.25	0.15	0.15
	Work > 10 miles	0.05	0.05	0.25	0.25	0.15	0.15
	Business	0.05	0.05	0.25	0.25	0.15	0.15
	Farm	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25

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Misc review: Towing and Labor

Coverage	Limit per Disablement	Present Rate ($)	Indicated Rate ($)	Proposed Rate ($)
Towing and Labor	$ 25	3	3.03	3
	$ 50	6	6.06	6
	$ 100	9	9.09	9
	Unlimited	20	20.20	20

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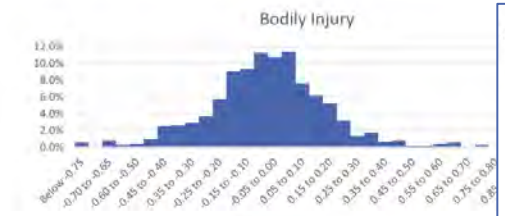
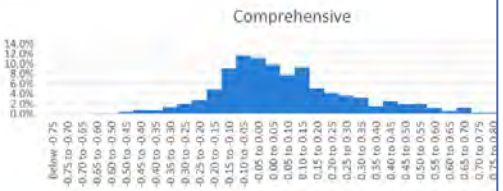
Based on ISO Territory Review, the Auto Committee Recommends no Change

Territory Review: Results by Zip Code





These graphs show variation by Zip code compare

NCRB

Territory Review: Homogeneity Comparison to Other States

			Filing Year	BI	PD	Comp	Coll	Total
NC Current Territories			2024					
Surrounding States	Filed Territory Definitions	Average	2001 - 2004					
		Minimum						
		Maximum						
	Pre-filing Territory Definitions	Average	Prior to 2001-2004					
		Minimum						
		Maximum						

- Surrounding states include SC, VA, WV, MD, KY, TN and

NCRB

Territory Review: Homogeneity Results

- Based on Credibility-Weighted Pure Premium Indices

Coverage	From 2013 Filing, using data through 2010			Current Review using data through 2023	
	Pre-2013 Territories	Filed Territories	Approved Territories	Current Territories	2013 Filed Territories
Bodily Injury	0.36	0.87	n.a.	0.71	0.80
Property Damage	0.58	0.79	n.a.	0.67	0.74
Comprehensive	0.39	0.78	n.a.	0.70	0.72
Collision	0.22	0.60	n.a.	0.56	0.64
Total	**0.39**	**0.79**	**n.a.**	**0.68**	**0.76**

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Exhibit 5

NORTH CAROLINA
SUMMARY OF RATE LEVEL CHANGES

	EARNED PREMIUMS* AT PRESENT MANUAL RATES	INDICATED RATE LEVEL CHANGE^
Auto Liability:		
Bodily Injury	$2,031,347	13.0% (A)
Property Damage	$2,206,408	26.7% (A)
Medical Payments	$144,549	0.4%
Uninsured Motorists	$220,000	47.6% (B)
Underinsured Motorists	$253,588	41.1% (B)
Auto Liability Total	$4,855,892	21.9%
Auto Physical Damage:		
Comprehensive	$1,291,777	75.8%
Collision	$3,441,089	3.7%
Auto Physical Damage Total	$4,732,866	23.4%
Auto GRAND TOTAL	$9,588,758	22.6%
MOTORCYCLE LIABILITY	$70,997	-9.0% (C)

* In thousands.

^ ASSUMES A 10/1/2025 EFFECTIVE DATE

(A) THE INDICATED RATE LEVEL CHANGES FOR BODILY INJURY AND PROPERTY DAMAGE REFLECT THE COMBINED INDICATIONS FOR BASIC AND HIGHER LIMITS AS FOLLOWS:

	BI	PD
Basic Limit Change (See Section C)=	16.3%	32.4%
Higher Limit Change (See Section G)=	-2.8%	-4.3%
Total Limit Change=	13.0%	26.7%

(B) THREE YEAR AVERAGE WEIGHTED ON EARNED CAR YEARS.

(C) THREE YEAR AVERAGE WEIGHTED ON EARNED PREMIUM AT PRESENT MANUAL RATES.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
TERRITORY RATE LEVEL CHANGES BY COVERAGE

Terr. Code	50/100 B.I.	$50,000 P.D.	50/100/50 Combined	$500 Med Pay	Full Cov Comp	$100 Ded. Coll
110	8.4%	20.7%	15.3%	-0.3%	65.8%	3.0%
120	13.9%	24.4%	19.3%	-0.2%	62.4%	1.1%
130	10.3%	25.3%	17.7%	-0.2%	71.2%	1.9%
140	11.6%	21.9%	16.3%	-7.3%	65.8%	2.7%
150	18.2%	27.7%	23.1%	4.7%	77.8%	4.3%
170	7.0%	21.8%	15.4%	-0.3%	68.8%	0.2%
180	17.6%	22.5%	20.5%	-0.4%	86.7%	-0.8%
190	8.8%	23.6%	17.5%	-6.4%	75.3%	2.9%
200	10.3%	23.9%	17.5%	-0.2%	74.5%	3.5%
210	9.1%	22.6%	16.0%	5.8%	68.4%	3.7%
220	7.5%	23.7%	14.7%	-0.2%	74.1%	3.0%
230	10.0%	26.7%	17.0%	-0.2%	89.5%	5.3%
240	10.1%	26.0%	17.3%	-8.9%	72.3%	-3.3%
250	19.6%	28.6%	24.3%	-3.9%	87.7%	4.1%
260	13.3%	27.7%	21.0%	-0.3%	80.2%	2.4%
270	12.8%	27.1%	21.4%	6.8%	79.7%	4.7%
280	8.3%	25.7%	17.7%	-4.2%	90.5%	5.1%
290	14.6%	23.9%	19.8%	-0.2%	83.7%	2.7%
300	15.3%	29.5%	24.0%	-0.3%	83.7%	6.6%
310	15.2%	34.1%	26.5%	-0.3%	90.7%	11.0%
320	9.5%	24.8%	18.0%	-7.3%	70.9%	3.0%
340	17.3%	29.4%	23.7%	-0.2%	78.7%	3.6%
350	23.1%	27.4%	25.6%	6.3%	76.2%	5.3%
360	15.8%	28.8%	22.7%	-0.3%	79.3%	5.2%
370	12.5%	27.4%	20.5%	-0.3%	82.7%	6.1%
380	12.0%	25.8%	19.3%	4.4%	67.0%	7.6%
390	18.9%	30.8%	25.9%	-0.3%	79.7%	7.6%
420	14.3%	29.2%	21.6%	-0.2%	98.8%	5.2%
440	18.5%	29.2%	24.3%	4.0%	81.1%	3.6%
450	16.9%	28.8%	23.0%	4.0%	76.7%	4.5%
460	9.8%	26.2%	19.3%	5.9%	78.8%	2.9%
470	13.0%	28.5%	21.3%	5.7%	73.2%	2.3%
480	9.9%	24.7%	18.6%	-0.2%	69.7%	1.5%
490	9.4%	26.8%	20.0%	7.5%	66.6%	2.8%
S/W	13.0%	26.7%	20.5%	0.4%	75.8%	3.7%

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES AND EFFECTIVE CHANGE
FOR UNINSURED MOTORISTS COVERAGE

(1) INDICATED CHANGE FOR UNINSURED MOTORISTS COVERAGE (a): 49.5%

UMBI LIMITS	(2) UMBI % OF EARNED EXPOSURES	(3) 7-1-2025 EFFECTIVE RATE ($)	(4) PROPOSED UMBI RATE ($) [((1)+1.000) x (3)]
50/100	51.93%	21	31
100/200	0.56%	24	36
100/300	35.06%	26	39
300/300	1.71%	32	48
250/500	9.85%	33	49
500/500	0.00%	34	51
500/1000	0.49%	38	57
1000/1000	0.39%	40	60
	100.00%		

UMPD LIMITS	(5) UMPD % OF EARNED EXPOSURES	(6) 7-1-2025 EFFECTIVE RATE ($)	(7) PROPOSED UMPD RATE ($) [((1)+1.000) x (6)]
50	70.63%	3	4
100	28.37%	4	6
250	0.78%	6	9
500	0.21%	8	12
750	0.00%	10	15
1000	0.01%	11	16
	100.00%		

(8)	AVERAGE PRESENT UMBI RATE ($) (b):	24.30
(9)	AVERAGE PRESENT UMPD RATE ($) (c):	3.32
(9)	AVERAGE PRESENT UMBI&PD RATE ($) [(8)+(9)]:	27.62
(10)	AVERAGE PROPOSED UMBI RATE ($) (d):	36.14
(11)	AVERAGE PROPOSED UMPD RATE ($) (e):	4.62
(12)	AVERAGE PROPOSED UMBI&PD RATE ($) [(10)+(11)]:	40.76
(13)	EFFECTIVE CHANGE[((12)/(9))-1.000]:	47.6%

Notes:
(a) See page 22.
(b) Column (3) weighted on Column (2). The exposure weights in Column (2) reflect an assumed shift from 30/60 limits to 50/100 limits in response to the increase in the required minimum limits effective 7-1-2025.
(c) Column (6) weighted on Column (5). The exposure weights in Column (5) reflect an assumed shift from $25,000 limit to $50,000 limit in response to the increase in the required minimum limits effective 7-1-2025.
(d) Column (4) weighted on Column (2).
(e) Column (7) weighted on Column (5).

NORTH CAROLINA
PERSONAL AUTO INSURANCE

CALCULATION OF PROPOSED RATES FOR
UNDERINSURED MOTORISTS

LIMITS	(1) % OF EARNED EXPOSURES	(2) 12-1-2024 Eff. RATE ($)	(3) 7-1-2025 Eff. RATE ($)	(4) PROPOSED RATE ($) [(3)x(8)]	(5) PERCENT CHANGE [(4)/(3)]
50/100	34.69%	12	34	48	41.2%
100/200	0.77%	36	60	85	41.7%
100/300	47.64%	49	61	86	41.0%
300/300	2.33%	71	118	167	41.5%
250/500	13.39%	89	109	154	41.3%
500/500	0.00%	133	141	199	41.1%
500/1000	0.67%	151	143	202	41.3%
1000/1000	0.52%	171	186	263	41.4%
	100.00%				

(6)	AVERAGE PRESENT RATE ($) (a):	43.25
(7)	INDICATED AVERAGE RATE ($) (b):	61.16
(8)	INDICATED CHANGE [((7)/(6))-1.0]:	41.4%
(9)	AVERAGE PRESENT RATE ($) (c):	60.58
(10)	AVERAGE PROPOSED RATE ($) (d):	85.50
(11)	EFFECTIVE CHANGE[((10)/(9))-1.0]:	41.1%

Notes:
(a) Column (2) weighted on Column (1). Column (2) represents the present rates corresponding to the pre-SB 452 UIM experience shown on page 23.
(b) See page 23.
(c) Column (3) weighted on Column (1). Column (3) represents the present rates corresponding to the post-SB 452 UIM coverage provisions to become effective 7-1-2025.
(d) Column (4) weighted on Column (1)

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2023

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	732,526,355	1,208,609,901	68,820,379
(2) Loss Development Factor (b)	1.176	1.070	1.051
(3) Developed Losses and ALAE (1)x(2)	861,450,993	1,293,212,594	72,330,218
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	93,036,707	142,253,385	7,811,664
(6) General and Other Acquisition Expenses (c)	184,105,863	226,496,551	20,525,751
(7) Earned Exposures (a)	7,965,903	7,965,903	5,079,668
(8) Average Annual Change in Losses and ALAE (See page 32)	4.5%	6.5%	2.5%
(9) Average Annual Change in Expenses (See page D-31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	3.06	3.06	3.06
(11) Years of Trend - ULAE (e)	3.06	3.06	3.06
(12) Years of Trend - G & OA Expenses (f)	2.75	2.75	2.75
(13) Projected Losses and ALAE (d)	985,499,936	1,568,666,877	77,971,975
(14) Projected ULAE (e)	104,945,405	160,461,818	8,811,557
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	136.89	217.07	17.08
(16) Projected G & OA Expenses (f)	205,093,931	252,317,158	22,865,687
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.75	31.67	4.50
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	162.64	248.74	21.58
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 26)	0.825	0.825	0.825
(21) Net Premium Required per exposure [(18)/((20)-(19))]	197.86	302.60	26.25
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.12	27.71	2.40
(24) Premium Required per exposure [((21)+(23))]	215.98	330.31	28.65
(25) Distributional Adjustment Factor (h)	0.873	0.874	1.600
(26) Selected Higher Limits Change (See page 25)	-2.8%	-4.3%	0.0%
(27) Required 30/60/25 Base Class Premium [(24)/(25)x(1.0+(26))]	240.47	361.68	17.91
(28) Increased Limits Factors 30/60/25 to 50/100/50	1.21	1.091	
(29) Required 50/100/50 Base Class Premium [(27)x(28)]	290.97	394.59	17.91
(30) Effective Total Limits Change (See page 2)	13.0%	26.7%	0.4%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2022

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	756,217,421	1,203,804,210	66,336,908
(2) Loss Development Factor (b)	1.054	1.012	1.028
(3) Developed Losses and ALAE (1)x(2)	797,053,162	1,218,249,861	68,194,341
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	86,081,741	134,007,485	7,364,989
(6) General and Other Acquisition Expenses (c)	175,403,206	214,922,313	19,605,317
(7) Earned Exposures (a)	7,873,360	7,873,360	5,026,072
(8) Average Annual Change in Losses and ALAE (See page 32)	4.7%	8.3%	2.3%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	4.06	4.06	4.06
(11) Years of Trend - ULAE (e)	4.06	4.06	4.06
(12) Years of Trend - G & OA Expenses (f)	3.75	3.75	3.75
(13) Projected Losses and ALAE (d)	960,449,060	1,683,621,308	74,809,192
(14) Projected ULAE (e)	100,973,882	157,190,780	8,639,132
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	134.81	233.80	16.60
(16) Projected G & OA Expenses (f)	203,116,913	248,880,038	22,702,957
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.80	31.61	4.52
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	160.61	265.41	21.12
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 27)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	195.87	323.67	25.76
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	17.94	29.64	2.36
(24) Premium Required per exposure [((21)+(23))]	213.81	353.31	28.12
(25) Present Average Rate	184.79	248.21	28.44
(26) Indicated Basic Limits Change	15.7%	42.3%	-1.1%
(27) Indicated Higher Limits Change	-2.8%	-4.3%	
(28) Indicated Total Limits Change [(1.000+(26))x(1.000+(27))]-1.000	12.5%	36.2%	-1.1%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
LIABILITY COVERAGES

STATEWIDE RATE REVIEW
ACCIDENT YEAR ENDED 12/31/2021

All Liability Business — All Carriers

	30/60 Bodily Injury	$25,000 Property Dam.	Total Limits Med. Pay.
(1) Reported Incurred Losses and Allocated Loss Adjustment Expense (a)	771,244,193	1,057,762,895	69,324,601
(2) Loss Development Factor (b)	1.018	1.006	1.013
(3) Developed Losses and ALAE (1)x(2)	785,126,588	1,064,109,472	70,225,821
(4) Unallocated Loss Adjustment Expense Factor (See page 30)	0.108	0.110	0.108
(5) Unallocated Loss Adjustment Expense (3)x(4)	84,793,672	117,052,042	7,584,389
(6) General and Other Acquisition Expenses (c)	167,210,865	205,020,768	18,849,371
(7) Earned Exposures (a)	7,807,560	7,807,560	4,972,810
(8) Average Annual Change in Losses and ALAE (See page 32)	4.7%	9.3%	2.1%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%	4.0%
(10) Years of Trend - Losses and ALAE (d)	5.06	5.06	5.06
(11) Years of Trend - ULAE (e)	5.06	5.06	5.06
(12) Years of Trend - G & OA Expenses (f)	4.75	4.75	4.75
(13) Projected Losses and ALAE (d)	990,829,754	1,668,523,652	78,020,887
(14) Projected ULAE (e)	103,448,280	142,803,491	9,252,955
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(7)]	140.16	232.00	17.55
(16) Projected G & OA Expenses (f)	201,489,092	247,050,025	22,713,492
(17) Projected Fixed Expenses per exposure [(16)/(7)]	25.81	31.64	4.57
(18) Projected Loss, LAE and Expenses Per Exposure [(15)+(17)]	165.97	263.64	22.12
(19) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 28)	0.823	0.823	0.823
(21) Net Premium Required per exposure [(18)/((20)-(19))]	202.40	321.51	26.98
(22) Percentage Net Deviations (g)	8.39%	8.39%	8.39%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	18.54	29.45	2.47
(24) Premium Required per exposure [((21)+(23))]	220.94	350.96	29.45
(25) Present Average Rate	184.95	248.40	28.62
(26) Indicated Basic Limits Change	19.5%	41.3%	2.9%
(27) Indicated Higher Limits Change	-2.8%	-4.3%	
(28) Indicated Total Limits Change [(1.000+(26))x(1.000+(27))]-1.000	16.1%	35.2%	2.9%

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2023 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

(h) Distributional adjustment factor = Average Rate / Base Rate.

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2022 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on three-year averages through 63 months of development for Bodily Injury, Property Damage and Medical Payments.

(c) The general expenses and other acquisition expenses have been calculated to be 6.9% and 9.1%, respectively, of the combined Voluntary and Ceded collected earned premium, and 5.6% and 7.4%, respectively, of the Voluntary and Ceded manual earned premium. These expenses are then allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See page 30.

(d) Projected losses and allocated loss adjustment expenses =
(10)
[(3) x (1 + (8))], where (10) = the number of years of projection from the average date of accident to 7/21/2026.

(e) Projected unallocated loss adjustment expenses =
(11)
[(5) x (1 + (9))], where (11) = the number of years of projection from 7/1/2021 to 7/21/2026.

(f) Projected general and other acquisition expenses =
(12)
[(6) x (1 + (9))], where (12) = the number of years of projection from 7/1/2021 to 4/1/2026.

(g) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2023

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	827,663,022	1,611,637,310
(2) Paid to Incurred Factor	1.015	1.015
(3) Incurred Losses (1)x(2)	840,077,967	1,635,811,870
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	92,408,576	179,939,306
(6) Earned Exposures (c)	6,480,920	6,110,532
(7) General and Other Acquisition Expenses (d)	134,380,907	351,955,383
(8) Average Annual Change in Losses (See page 32)	15.3%	4.0%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	3.06	3.06
(11) Years of Trend - LAE (f)	3.06	3.06
(12) Years of Trend - G & OA Expenses (g)	2.75	2.75
(13) Projected Losses (e)	1,298,760,537	1,845,195,789
(14) Projected LAE (f)	104,236,874	202,971,537
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	216.48	335.19
(16) Projected G & OA Expenses (g)	149,700,330	392,078,297
(17) Projected Fixed Expenses per exposure [(16)/(6)]	23.10	64.16
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.58	399.35
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 26)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.23	500.44
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.26	83.78
(24) Premium Required per exposure [((21)+(23))]	350.49	584.22
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(27) Distributional Adjustment Factor (j)	1.334	0.714
(28) Required Base Class Premium - Model Year 2024, Symbol 11 [(24)/[(25)x(26)x(27)]]	224.26	708.46
(29) Factor for Change in Model Year Base	1.05	1.11
(30) Required Base Class Premium - Model Year 2026, Symbol 11 [(29)x(30)]	$235.47	$786.39
(31) Effective Change (See page 2)	75.8%	3.7%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2022

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	693,340,413	1,542,348,486
(2) Paid to Incurred Factor	1.033	1.033
(3) Incurred Losses (1)x(2)	716,220,647	1,593,245,986
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	78,784,271	175,257,058
(6) Earned Exposures (c)	6,389,388	5,998,263
(7) General and Other Acquisition Expenses (d)	119,832,522	318,862,219
(8) Average Annual Change in Losses (See page 32)	15.8%	5.2%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	4.06	4.06
(11) Years of Trend - LAE (f)	4.06	4.06
(12) Years of Trend - G & OA Expenses (g)	3.75	3.75
(13) Projected Losses (e)	1,299,224,254	1,958,099,317
(14) Projected LAE (f)	92,413,950	205,576,529
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	217.80	360.72
(16) Projected G & OA Expenses (g)	138,766,060	369,242,450
(17) Projected Fixed Expenses per exposure [(16)/(6)]	21.72	61.56
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	239.52	422.28
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 27)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	300.15	529.17
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	50.25	88.59
(24) Premium Required per exposure [((21)+(23))]	350.40	617.76
(25) Present Average Rate	171.69	490.87
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(28) Trended Present Average Rate [(25)x(26)x(27)]	201.15	566.93
(29) Indicated Change [(24)/(28)]-1.000	74.2%	9.0%

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

All Physical Damage Business

	Comprehensive (a)	Collision (b)
(1) Reported Paid Losses Adjusted for Wind & Water (c)	569,961,531	1,281,803,927
(2) Paid to Incurred Factor	1.021	1.021
(3) Incurred Losses (1)x(2)	581,930,723	1,308,721,809
(4) Loss Adjustment Expense Factor (See page 30)	0.110	0.110
(5) Loss Adjustment Expense (3)x(4)	64,012,380	143,959,399
(6) Earned Exposures (c)	6,375,428	5,966,394
(7) General and Other Acquisition Expenses (d)	106,636,451	274,926,028
(8) Average Annual Change in Losses (See page 32)	16.2%	6.0%
(9) Average Annual Change in Expenses (See page 31)	4.0%	4.0%
(10) Years of Trend - Losses (e)	5.06	5.06
(11) Years of Trend - LAE (f)	5.06	5.06
(12) Years of Trend - G & OA Expenses (g)	4.75	4.75
(13) Projected Losses (e)	1,244,167,886	1,757,613,389
(14) Projected LAE (f)	78,095,104	175,630,467
(15) Projected Losses and LAE per exposure [[(13)+(14)]/(6)]	207.40	324.02
(16) Projected G & OA Expenses (g)	128,496,923	331,285,864
(17) Projected Fixed Expenses per exposure [(16)/(6)]	20.16	55.53
(18) Projected Loss, LAE and Fixed Expenses per exposure [(15)+(17)]	227.56	379.55
(19) Percentage Dividends (See page 35)	0.40%	0.40%
(20) Permissible Loss, LAE and G & OA Expense Ratio (See page 28)	0.802	0.802
(21) Net Premium Required per exposure [(18)/((20)-(19))]	285.16	475.63
(22) Percentage Net Deviations (h)	14.34%	14.34%
(23) Anticipated Deviations Per Exposure [[(21)/(1.0-(22))]-(21)]	47.74	79.62
(24) Premium Required per exposure [((21)+(23))]	332.90	555.25
(25) Present Average Rate	173.45	493.31
(25) Model Year Trend Factor (See page 36)	1.047	1.101
(26) Symbol Trend Factor (i) (See pages 37)	1.119	1.049
(28) Trended Present Average Rate [(25)x(26)x(27)]	203.21	569.75
(29) Indicated Change [(24)/(28)]-1.000	63.8%	-2.5%

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2023 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2023 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2023 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.

(j) Distributional adjustment factor = Average Rate / Base Deductible Base Class Rate.

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2022 to 7/21/2026.

(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2022 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2022 to 4/1/2026.

(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

Comprehensive:	$[(1.119)^{1/3.06}]$ =		1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =		1.016	or 1.6% per annum.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
PHYSICAL DAMAGE COVERAGES

STATEWIDE RATE REVIEW
CALENDAR YEAR ENDED 12/31/2021

(a) Comprehensive Coverage includes Full Coverage Comprehensive, $50 Deductible, $100 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Comprehensive.

(b) Collision Coverage includes $50 Deductible, $100 Deductible, $200 Deductible, $250 Deductible, $500 Deductible, and $1000 Deductible Collision.

(c) Based on the statistical plan data reported by member companies. Comprehensive losses and claims have been adjusted to normalize wind and water losses.

(d) General expenses and other acquisition expenses have been calculated to be 5.8% and 8.3%, respectively, of the Standard premium on a collected level, and 6.8% and 7.4%, respectively, of the Consent to Rate premium on a collected level. See page 30.

(e) Projected losses = $[(3b) \times (1+(8))^{(10)}]$ where (10) = number of years of projection from 7/1/2021 to 7/21/2026.

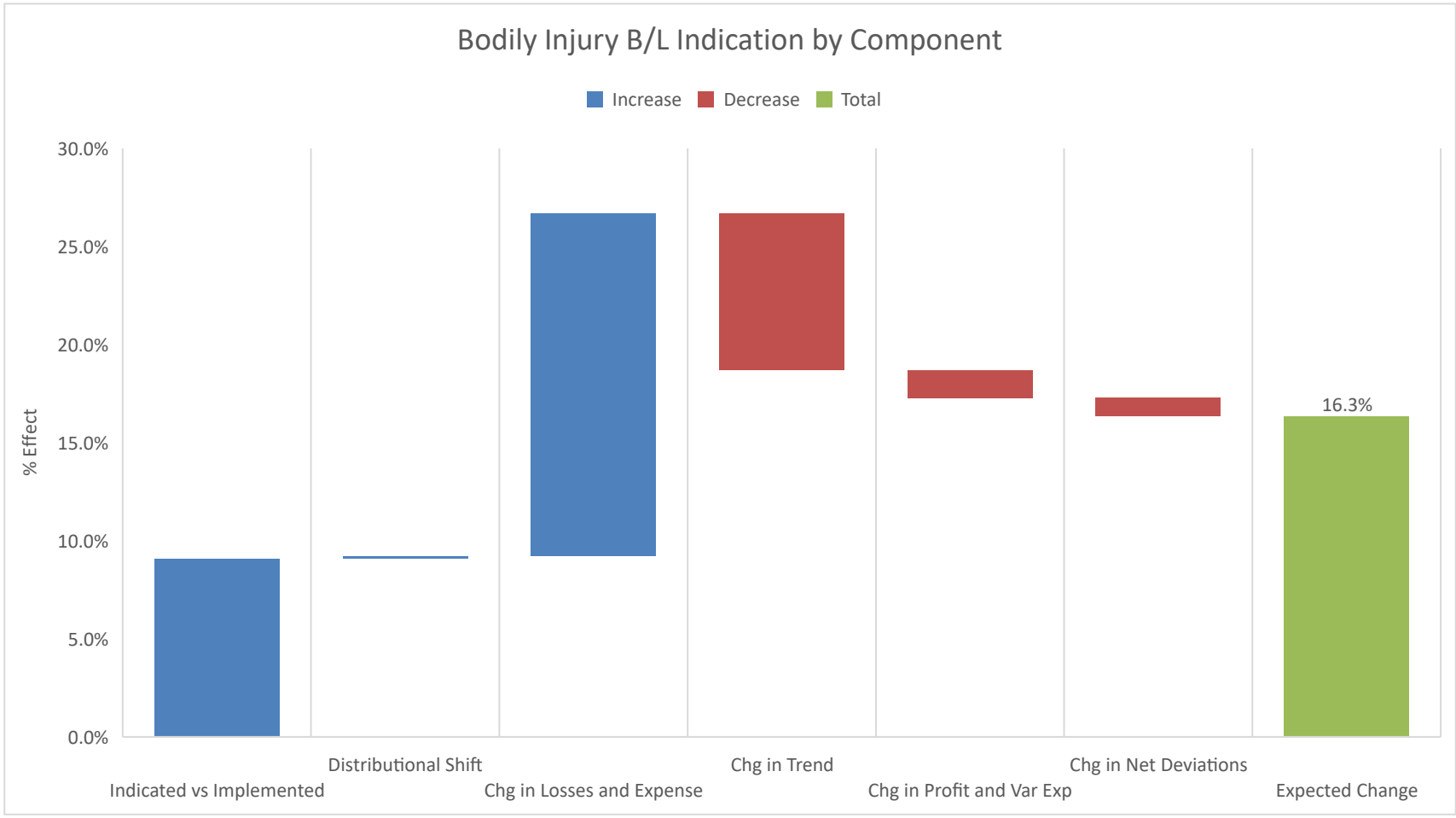
(f) Projected loss adjustment expenses = $[(5) \times (1+(9))^{(11)}]$ where (11) = number of years of projection from 7/1/2021 to 7/21/2026.

(g) Projected general and other acquisition expenses = $[(7) \times (1+(9))^{(12)}]$ where (12) = number of years of projection from 7/1/2021 to 4/1/2026.

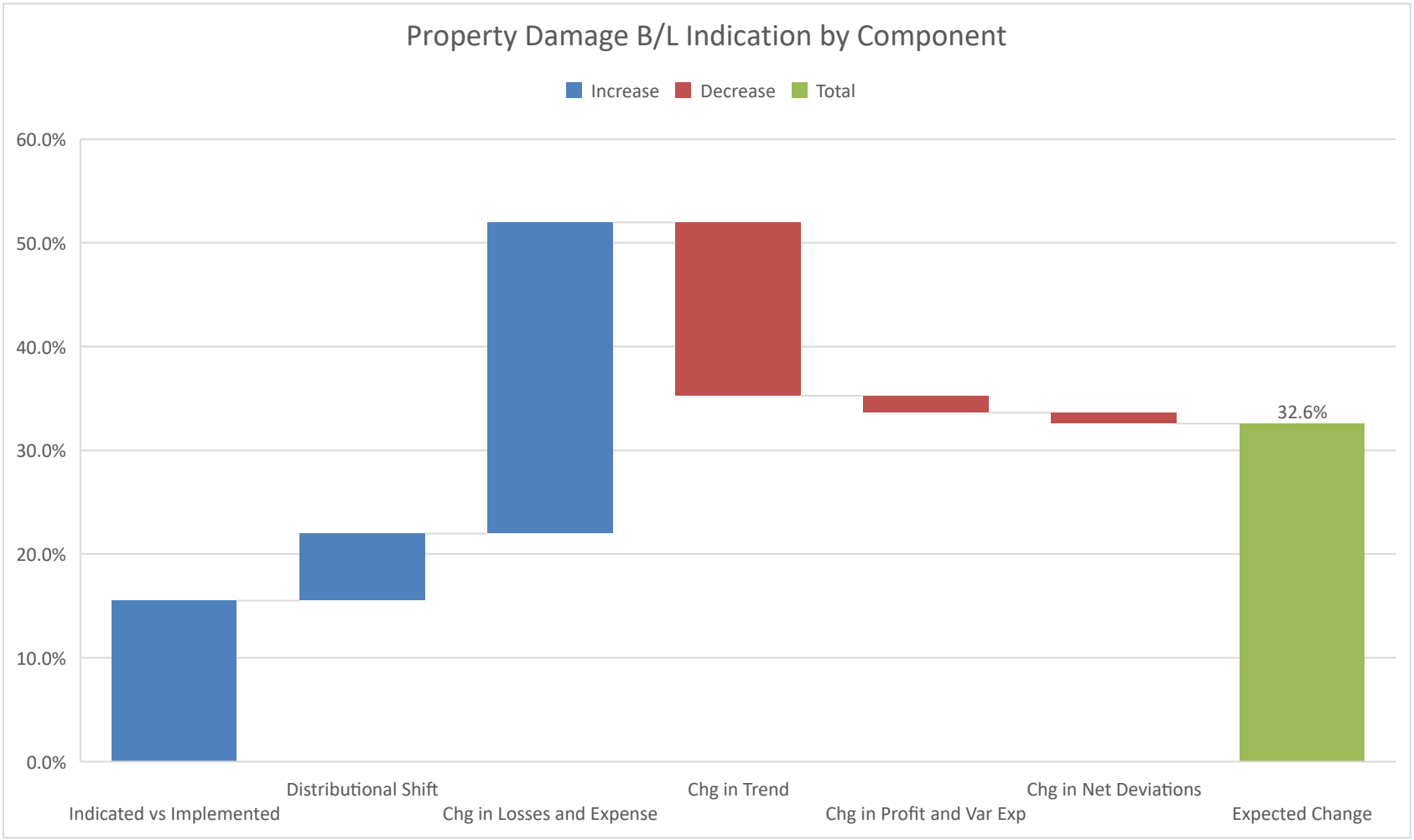
(h) Net Deviations reflect upward and downward adjustments to manual premium. The 14.34% provision represents the average value from 2018-2019, 2021-2023. See page 34.

(i) Symbol trend factors from 7/1/2023 to the prospective average date of earning of 7/21/2026 are 1.119 for Comprehensive and 1.049 for Collision. See page 37. On an annualized basis these are:

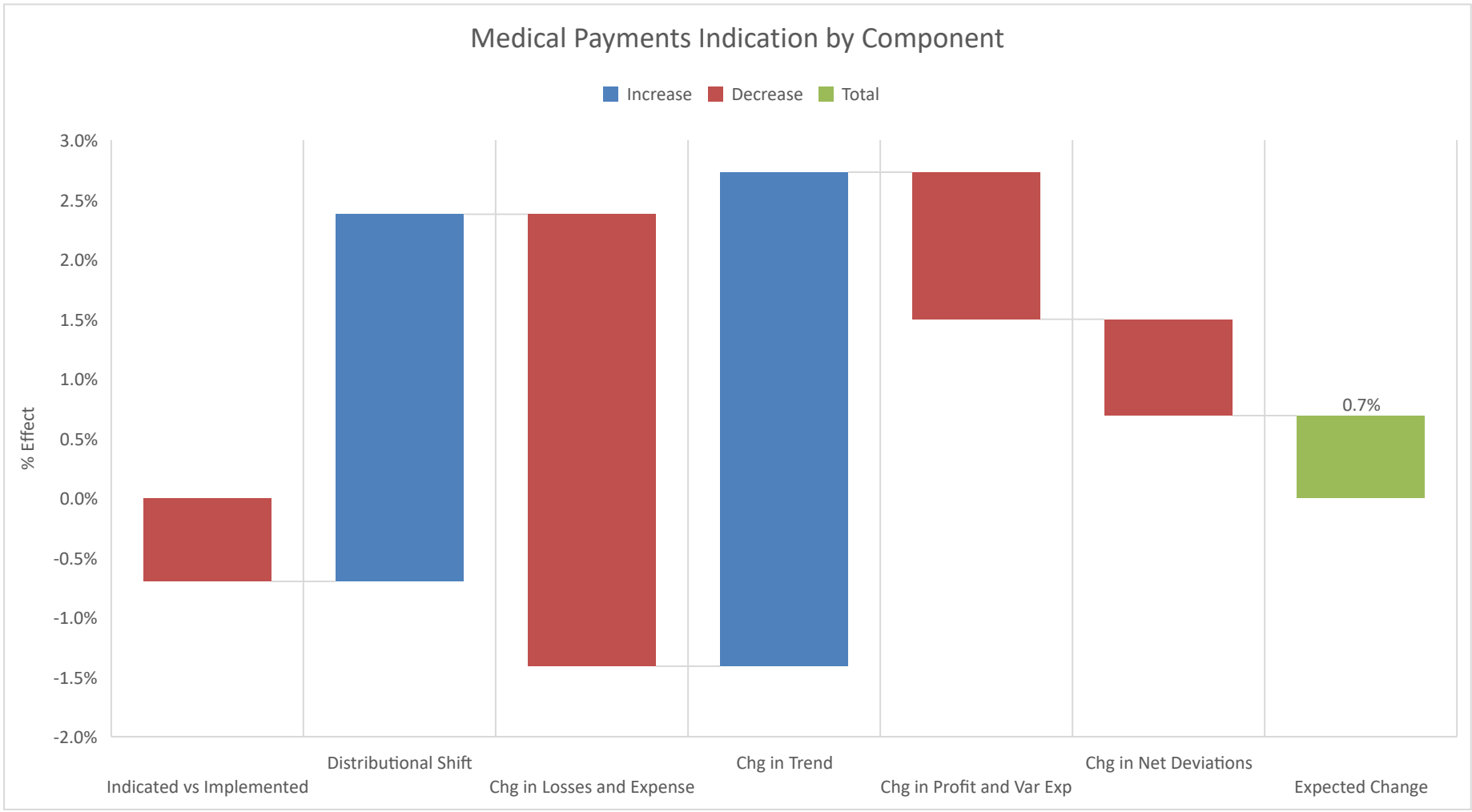
Comprehensive:	$[(1.119)^{1/3.06}]$ =	1.037	or 3.7% per annum
Collision:	$[(1.049)^{1/3.06}]$ =	1.016	or 1.6% per annum.



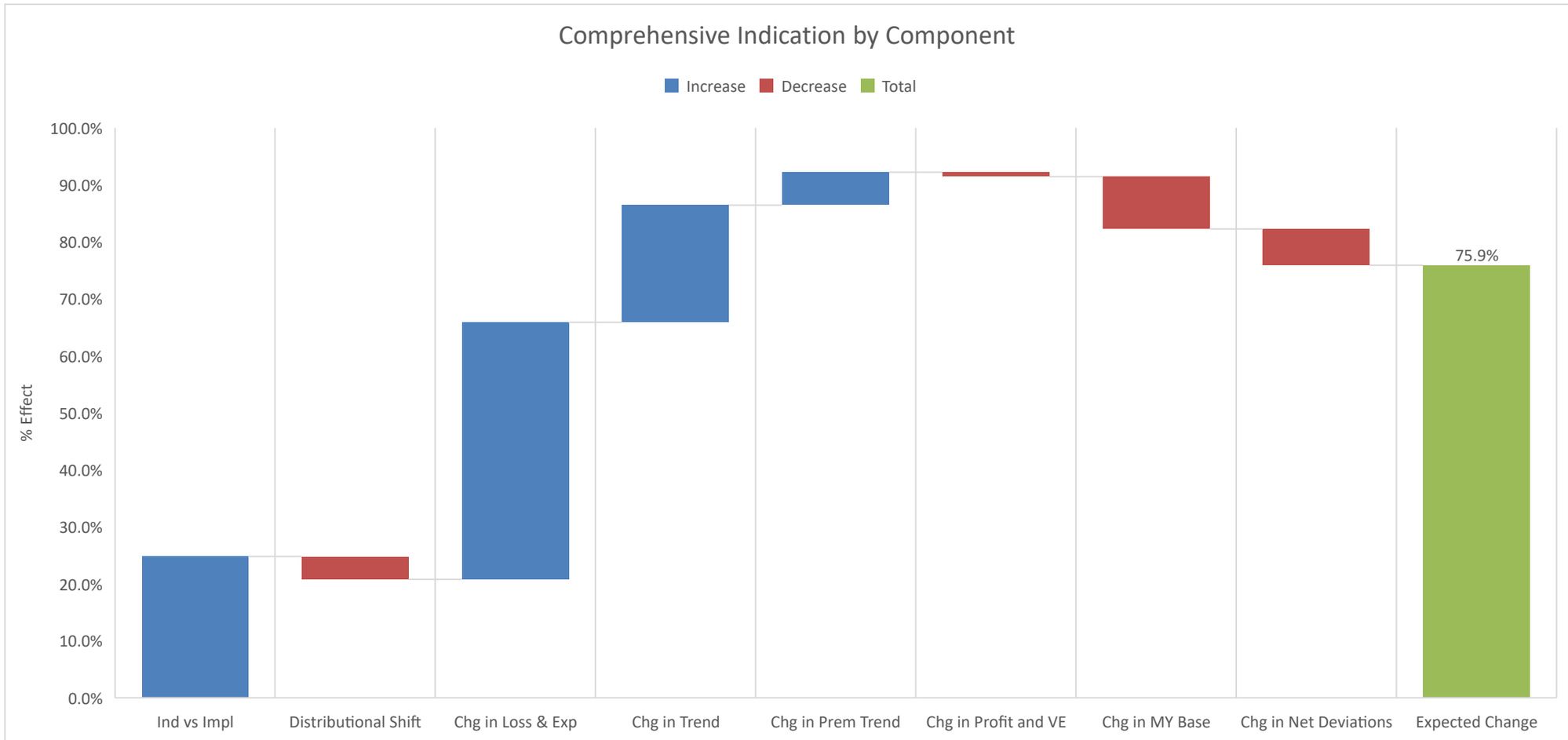
Component	Effect
Indicated vs Implemented	9.1%
Distributional Shift	0.1%
Chg in Losses and Expense	16.0%
Chg in Trend	-6.3%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



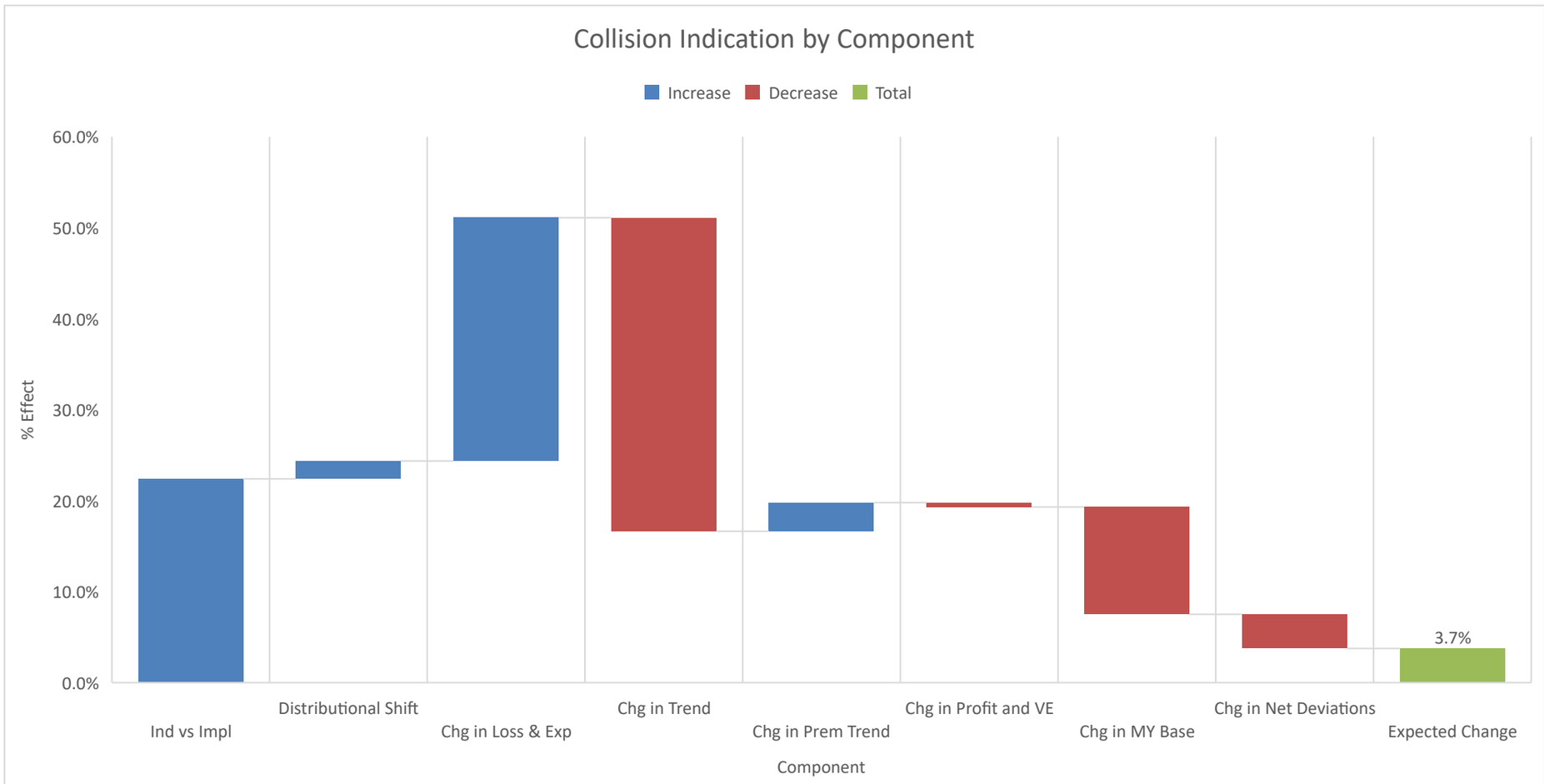
Component	Effect
Indicated vs Implemented	15.5%
Distributional Shift	5.6%
Chg in Losses and Expense	24.6%
Chg in Trend	-11.0%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



Component	Effect
Indicated vs Implemented	-0.7%
Distributional Shift	3.1%
Chg in Losses and Expense	-3.7%
Chg in Trend	4.2%
Chg in Profit and Var Exp	-1.2%
Chg in Net Deviations	-0.8%



Component	Effect
Indicated vs Implemented	24.8%
Distributional Shift	-3.2%
Chg in Losses and Expense	37.3%
Chg in Loss and Expense Trend	12.4%
Chg in Premium Trend	3.1%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-4.8%
Chg in Net Deviations	-3.5%



Component	Effect
Indicated vs Implemented	22.4%
Distributional Shift	1.6%
Chg in Losses and Expense	21.5%
Chg in Loss and Expense Trend	-22.8%
Chg in Premium Trend	2.7%
Chg in Profit and Var Exp	-0.4%
Chg in Model Year Base	-9.9%
Chg in Net Deviations	-3.5%

NORTH CAROLINA
UNINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UMBI) (a)	105,608,565	96,014,705	99,208,576
(2) Incurred Losses and ALAE (T/L UMPD) (a)	21,331,325	25,707,220	27,739,473
(3) Loss Development Factor (T/L UMBI) (b)	1.015	1.046	1.188
(4) Loss Development Factor (T/L UMPD) (b)	0.988	0.974	0.927
(5) ULAE Factor (BI) (See page 30)	10.8%	10.8%	10.8%
(6) ULAE Factor (PD) (See page 30)	11.0%	11.0%	11.0%
(7) Developed Losses and LAE (T/L UMBI) [(1)x(3)x[1+(5)]]	118,769,504	111,277,971	130,588,645
(8) Developed Losses and LAE (T/L UMPD) [(2)x(4)x[1+(6)]]	23,393,638	27,793,104	28,543,086
(9) Avg Annual Change in Losses and LAE (UMBI) (See page 32)	7.4%	7.5%	7.6%
(10) Avg Annual Change in Losses and LAE (UMPD) (See page 32)	11.5%	11.5%	11.5%
(11) Years of Trend - Losses (c)	5.06	4.06	3.06
(12) Projected Losses and LAE (T/L UMBI)(c)	170,434,238	149,223,759	163,366,395
(13) Projected Losses and LAE (T/L UMPD)(c)	40,587,962	43,246,070	39,817,605
(14) Earned Exposures (a)	7,807,560	7,873,360	7,965,903
(15) Projected T/L Loss and LAE per exposure (T/L UMBI)[(12)/(14)]	21.83	18.95	20.51
(16) Projected T/L Loss and LAE per exposure (T/L UMPD)[(13)/(14)]	5.20	5.49	5.00
(17) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(18) Permissible Loss and LAE Ratio (See page 29)	0.695	0.695	0.695
(19) Net Premium Required per exposure (T/L UMBI)[(15)/((18)-(17))]	31.55	27.38	29.64
(20) Net Premium Required per exposure (T/L UMPD)[(16)/((18)-(17))]	7.51	7.93	7.23
(21) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(22) Anticipated Deviations per Exposure (T/L UMBI) [[(19)/(1.0-(21))]-(19)]	2.89	2.51	2.71
(23) Anticipated Deviations per Exposure (T/L UMPD) [[(20)/(1.0-(21))]-(20)]	0.69	0.73	0.66
(24) Required T/L Premium per exposure (T/L UMBI)[(19)+(22)]	34.44	29.89	32.35
(25) Required T/L Premium per exposure (T/L UMPD)[(20)+(23)]	8.20	8.66	7.89
(26) Required T/L Premium per exposure [(24)+(25)]	42.64	38.55	40.24
(27) Average (Weighted on exposures in line (14))		40.47	
(28) Average Present Rate		27.07	
(29) Indicated Total Limits Change [((27)/(28))-1.000]		49.5%	
(30) Effective Total Limits Change (See Page 3)		47.6%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Uninsured Motorists Bodily Injury and Uninsured Motorists Property Damage.

(c) Projected losses and allocated loss adjustment expenses = UMBI: $[(7) \times (1 + (9))^{(11)}]$ and UMPD: $[(8) \times (1 + (10))^{(11)}]$ where (11) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents the average value from 2018-2019, 2021-2023. See page 33.

NORTH CAROLINA
UNDERINSURED MOTORISTS REVIEW
PRIVATE PASSENGER CARS
TOTAL LIMITS REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Incurred Losses and ALAE (T/L UIMBI) (a)	131,214,277	111,206,465	86,702,856
(2) Loss Development Factor (T/L UIMBI) (b)	1.086	1.279	1.886
(3) ULAE Factor (BI) (See page 30)	10.8%	10.8%	10.8%
(4) Developed Losses and LAE (T/L UIMBI) [(1)x(2)x[1+(3)]]	157,888,565	157,594,240	181,181,918
(5) Avg Annual Change in Losses and LAE (See page 32)	7.7%	7.8%	8.1%
(6) Years of Trend - Losses (c)	5.06	4.06	3.06
(7) Projected Losses and LAE (c)	229,727,862	213,855,384	229,919,854
(8) Earned Exposures (a)(e)	5,746,376	5,794,805	5,862,917
(9) Projected T/L Loss and LAE per exposure [(7)/(8)]	39.98	36.90	39.22
(10) Percentage Dividends (See page 35)	0.30%	0.30%	0.30%
(11) Permissible Loss and LAE Ratio (See page 29)	0.693	0.693	0.695
(12) Net T/L Premium Required per exposure [(9)/((11)-(10))]	57.94	53.48	56.68
(13) Percentage Net Deviations (d)	8.39%	8.39%	8.39%
(14) Anticipated Deviations per Exposure [[(12)/(1.0-(13))]-(12)]	5.31	4.90	5.19
(15) Required T/L Premium per exposure [((12)+(14))]	63.25	58.38	61.87
(16) Average (Weighted on exposures in line (8))		$61.16	
(17) Effective Total Limits Change (See Page 4)		41.1%	

(a) Based on the statistical plan data reported by member companies.

(b) Loss development factors are based on five-year averages, through 63 months of development for Underinsured Motorists Bodily Injury.

(c) Projected losses and allocated loss adjustment expenses = $[(10) \times (1 + (11))^{(12)}]$,
where (12) = the number of years of projection from the average date of accident to 7/21/2026.

(d) Net Deviations reflect upward and downward adjustments to manual premium. The 8.39% provision represents average value from 2018-2019, 2021-2023. See page 33.

(e) UIM earned exposures are estimated to be 73.60% of Bodily Injury Liability earned exposures.

NORTH CAROLINA
REVIEW OF BODILY INJURY INCREASED LIMITS

Voluntary and Ceded Business		12/31/2021	12/31/2022	12/31/2023	3 Years Combined	
(1)	Basic limits losses (a)(b)	771,244,193	756,217,421	732,526,355	2,259,987,969	
(2)	Basic limits loss dev. factor	1.018	1.054	1.176		
(3)	Basic limits claim cost trend (See page 32) (d)	3.5%	3.5%	3.5%		
(4)	Years of trend	5.06	4.06	3.06		
(5)	Basic limits trend factor [1+(3)]^(4)	1.190	1.150	1.111		
(6)	Basic limits losses, trended and developed (1)x(2)x(5)	934,300,640	916,611,136	957,072,054	2,807,983,830	
(7)	Total limits losses (b)	951,639,447	933,830,805	873,750,470	2,759,220,722	
(8)	Total limits loss dev. Factor	1.023	1.076	1.242		
(9)	Total limits claim cost trend (See page 32) (d)	3.7%	3.6%	3.5%		
(10)	Years of trend	5.06	4.06	3.06		
(11)	Total limits trend factor [1+(9)]^(10)	1.202	1.154	1.111		
(12)	Total limits losses, trended and developed (7)x(8)x(11)	1,170,179,639	1,159,541,446	1,205,655,071	3,535,376,156	
(13)	Indicated average ilf (12)/(6)	1.252	1.265	1.260	1.259	
(14)	Average increased limits factor	1.291	1.296	1.298	1.295	(c)
(15)	Indicated change to excess limits increments {[(13)-1]/[(14)-1]}-1				-12.2%	
(16)	Indicated total limits change {(13)/(14)}-1				-2.8%	

(a) Basic limits are 30/60.
(b) Based on the statistical plan data reported by member companies.
(c) Three year average
(d) Annualized trend factor incorporating selected historical and prospective claim cost trend factors.

NORTH CAROLINA
REVIEW OF PROPERTY DAMAGE INCREASED LIMITS

Voluntary and Ceded Business		12/31/2021	12/31/2022	12/31/2023	3 Years Combined	
(1)	Basic limits losses (a)(b)	1,057,762,895	1,203,804,210	1,208,609,901	3,470,177,006	
(2)	Basic limits loss dev. Factor	1.006	1.012	1.070		
(3)	Basic limits losses, developed (1)x(2)	1,064,109,472	1,218,249,861	1,293,212,594	3,575,571,927	
(4)	Total limits losses (b)	1,087,706,264	1,247,879,009	1,249,409,880	3,584,995,153	
(5)	Total limits loss dev. factor	1.007	1.013	1.073		
(6)	Total limits losses, developed (4)x(5)	1,095,320,208	1,264,101,436	1,340,616,801	3,700,038,445	
(7)	Indicated average increased limits factor (6) / (3)	1.029	1.038	1.037	1.035	
(8)	Average increased limits factor	1.079	1.081	1.082	1.081	(c)
(9)	Indicated change to excess limits increments {[(7)-1]/[(8)-1]}-1				-56.8%	
(10)	Indicated total limits change {(7)/(8)}-1				-4.3%	

(a) Basic limits are $25,000.

(b) Based on the statistical plan data reported by member companies.

(c) Three year average

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.2%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.5	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.5**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2023 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2022 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

DETERMINATION OF PERMISSIBLE LOSS, LAE,
GENERAL AND OTHER ACQUISITION EXPENSE RATIO

	Liability (i)	Physical Damage (i)	
a) Commission + Brokerage (ii)	7.4%	8.0%	
b) Taxes, Licenses and Fees (iii)	2.3	2.3	(iv)
c) Underwriting Profit (v)	8.0	9.5	
d) Contingencies	0.0	0.0	
e) Total; Variable expenses, Underwriting Profit, and Contingencies	17.7	19.8	
f) Permissible Losses, Loss Adj. Expenses, Gen. Admin. Expenses and Other Acquis. Expenses (vi)	**82.3**	**80.2**	
Loss Adjustment Expense (See page 30) (iii)			
Bodily Injury & Medical Payments	10.8	-	
Property Damage	11.0	-	
Physical Damage	-	11.0	(vii)
General Administration (See page 30)(iii)			
Ratio to Actual Premium	6.9	-	
Ratio to Manual Premium	5.6	-	
Ratio to Actual Premium (Standard)	-	5.8	
Ratio to Actual Premium (Consent to Rate)	-	6.8	
Other Acquisition Expenses (See page 30)(iii)			
Ratio to Actual Premium	9.1	-	
Ratio to Manual Premium	7.4	-	
Ratio to Actual Premium (Standard)	-	8.3	
Ratio to Actual Premium (Consent to Rate)	-	7.4	

(i) For use with 12/31/2021 Liability and Physical Damage data.

(ii) For Liability, the ratio for voluntary business is used. For Physical Damage, the average ratio for 2019, 2021-2023 for standard business is used for all years.

(iii) The average ratio for 2019, 2021-2023 is used for all years.

(iv) For Physical Damage Taxes, Licenses and Fees, the ratio for standard business is used.

(v) The underwriting profit factor was determined to be necessary in addition to investment income earned or realized by insurers from unearned premium, and loss and loss expense reserve funds generated from business within this state.

(vi) Permissible Loss, LAE, General and Other Acquisition Expense Ratio in (f) equals 100% minus item (e).

(vii) Physical Damage ratios are for standard and consent to rate business combined.

NORTH CAROLINA

DERIVATION OF PERMISSIBLE LOSS AND LAE RATIO
FOR UNINSURED AND UNDERINSURED MOTORISTS

	2021	2022	2023
Commission & Brokerage (a)	7.4%	7.4%	7.2%
Taxes, Licenses, Fees (a)	2.3%	2.3%	2.3%
General Administration (a)	5.6%	5.6%	5.6%
Other Acquistion Expenses (a)	7.4%	7.4%	7.4%
Profit (a)	8.0%	8.0%	8.0%
Contingencies (a)	0.0%	0.0%	0.0%
Total	0.307	0.307	0.305
Expected Loss Ratio	0.693	0.693	0.695

(a) See pages 26-28.

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

Calendar Years

	2019	2020	2021	2022	2023	average	average excluding 2020
Liability (a)							
Commission & Brokerage	8.5	8.7	8.2	7.9	7.8	8.2	8.1
Other Acquisition	9.6	10.2	9.8	9.1	7.8	9.3	9.1
General Expenses	7.1	7.7	7.4	6.5	6.5	7.0	6.9
Taxes	2.2	2.2	2.3	2.4	2.4	2.3	2.3
ULAE (BI)	12.3	14.4	11.1	10.4	9.4	11.5	10.8
ULAE (PD)	11.5	13.8	11.8	11.1	9.6	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excluding 2020
Other Acquisition	8.0	8.1	7.6	7.3	6.5	7.5	7.4
General Expenses	5.9	6.1	5.8	5.2	5.5	5.7	5.6

OA and GE are ratios to **manual** premium.

	2019	2020	2021	2022	2023	average	average excluding 2020
Standard Physical Damage							
Commission & Brokerage	8.5	8.2	7.8	7.8	7.9	8.0	8.0
Other Acquisition	8.9	9.5	8.9	8.3	6.9	8.5	8.3
General Expenses	5.8	6.7	6.2	5.8	5.5	6.0	5.8
Taxes	2.3	2.3	2.3	2.3	2.4	2.3	2.3
Loss Adjustment Expenses (b)	11.9	13.9	11.3	10.9	9.8	11.6	11.0

C&B, OA, GE, and Taxes are ratios to **actual** premium.

LAE are ratios to Incurred Losses.

	2019	2020	2021	2022	2023	average	average excluding 2020
Consent to Rate Physical Damage							
Other Acquisition	8.0	8.7	8.4	7.5	5.7	7.7	7.4
General Expenses	7.4	8.1	7.4	6.2	6.1	7.0	6.8

C&B, OA, GE, and Taxes are ratios to **actual** premium.

(a) Voluntary and Ceded business combined.
(b) Standard and Consent to Rate business combined.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
SUMMARY OF SELECTED FACTORS

	Historical			Prospective		
Loss Trends	Claim Cost	Claim Frequency	Pure Premium	Claim Cost	Claim Frequency	Pure Premium
Bodily Injury (B/L)	3.5%	1.5%	5.1%	3.5%	1.0%	4.5%
Bodily Injury (T/L)	4.0%	1.5%	5.6%	3.5%	1.0%	4.5%
Property Damage	10.5%	3.0%	13.8%	6.0%	0.5%	6.5%
Medical Payments	-1.0%	2.5%	1.5%	0.0%	2.5%	2.5%
Comprehensive	13.0%	4.0%	17.5%	13.0%	2.0%	15.3%
Collision	8.0%	1.0%	9.1%	4.0%	0.0%	4.0%
Uninsured Motorists BI	6.5%	0.5%	7.0%	6.5%	1.0%	7.6%
Uninsured Motorists PD	11.5%	0.0%	11.5%	11.5%	0.0%	11.5%
Underisured Motorists BI	1.0%	6.0%	7.1%	1.0%	7.0%	8.1%
Expense Trend	4.0%					

Other Selections:	Liability	Phy Dam
Underwriting Profit	8.0%	9.5%
Contingencies	0.0%	0.0%
Dividends	0.3%	0.4%
Loss Development	BI/PD/MP 3 yr avg UM/UIM 5 yr avg	

NORTH CAROLINA

PRIVATE PASSENGER AUTOMOBILE INSURANCE

Development of Loss Trend Factors by Experience Year

	(1) Year	(2) # Years of Historical Trend (a)	(3) Historical Trend Factor(b)	(4) # Years of Prospective Trend (c)	(5) Prospective Trend Factor(b)	(6) Total Trend Factor (d)	(7) Annualized Trend Factor (e)
Bodily	2021	2.00	5.1%	3.06	4.5%	1.264	4.7%
Injury	2022	1.00	5.1%	3.06	4.5%	1.203	4.7%
B/L	2023	0.00	5.1%	3.06	4.5%	1.144	4.5%
Bodily	2021	2.00	5.6%	3.06	4.5%	1.276	4.9%
Injury	2022	1.00	5.6%	3.06	4.5%	1.208	4.8%
T/L	2023	0.00	5.6%	3.06	4.5%	1.144	4.5%
Property	2021	2.00	13.8%	3.06	6.5%	1.570	9.3%
Damage	2022	1.00	13.8%	3.06	6.5%	1.380	8.3%
	2023	0.00	13.8%	3.06	6.5%	1.213	6.5%
Medical	2021	2.00	1.5%	3.06	2.5%	1.111	2.1%
Payments	2022	1.00	1.5%	3.06	2.5%	1.095	2.3%
	2023	0.00	1.5%	3.06	2.5%	1.078	2.5%
Comprehensive	2021	2.00	17.5%	3.06	15.3%	2.134	16.2%
	2022	1.00	17.5%	3.06	15.3%	1.817	15.8%
	2023	0.00	17.5%	3.06	15.3%	1.546	15.3%
Collision	2021	2.00	9.1%	3.06	4.0%	1.342	6.0%
	2022	1.00	9.1%	3.06	4.0%	1.230	5.2%
	2023	0.00	9.1%	3.06	4.0%	1.128	4.0%
Uninsured	2021	2.00	7.0%	3.06	7.6%	1.433	7.4%
Motorists-BI	2022	1.00	7.0%	3.06	7.6%	1.339	7.5%
	2023	0.00	7.0%	3.06	7.6%	1.251	7.6%
Uninsured	2021	2.00	11.5%	3.06	11.5%	1.735	11.5%
Motorists-PD	2022	1.00	11.5%	3.06	11.5%	1.556	11.5%
	2023	0.00	11.5%	3.06	11.5%	1.395	11.5%
Underinsured	2021	2.00	7.1%	3.06	8.1%	1.456	7.7%
Motorists-BI	2022	1.00	7.1%	3.06	8.1%	1.359	7.8%
	2023	0.00	7.1%	3.06	8.1%	1.269	8.1%

(a) Number of years from average date of occurrence for year shown to 7/1/2023.
(b) Selected annual trend factor
(c) Number of years from 7/1/2023 to projection date of 7/21/2026.
(d) (6)=[(1.00 + (3))^(2)] x [(1.00 + (5))^(4)]
(e) (7) = ((6)^(1.00/((2)+(4)))

North Carolina Net Deviations

AUTO LIABILITY

Voluntary Business

Year	(1) Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Anticipated Premium (1) x (2)	(4) Amount of Deviation (3) - (1)
2018	2,522,214,285	-21.25%	1,986,243,749	(535,970,536)
2019	2,405,907,198	-22.74%	1,858,803,901	(547,103,297)
2020	2,754,663,372	-27.12%	2,007,598,666	(747,064,706)
2021	3,086,587,505	-27.60%	2,234,689,354	(851,898,151)
2022	3,100,437,632	-24.29%	2,347,341,331	(753,096,301)
2023	2,821,913,252	-21.50%	2,215,201,903	(606,711,349)

Ceded Business

Year	(5) O/T Clean Ceded Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) O/T Clean Ceded Anticipated Premium (5) x (6)	(8) O/T Clean Ceded Amount of Deviation (7) - (5)	(9) Clean Risk Ceded Premium at Rate Bureau Rates	(10) Clean Risk Ceded Anticipated Premium = Col (9)	(11) Clean Risk Ceded Amount of Deviation (10) - (9)
2018	255,608,621	37.56%	351,615,219	96,006,598	499,639,639	499,639,639	0
2019	225,691,688	37.65%	310,664,609	84,972,921	433,365,902	433,365,902	0
2020	246,543,493	15.71%	285,275,476	38,731,983	470,698,538	470,698,538	0
2021	281,973,922	20.79%	340,596,300	58,622,378	491,191,045	491,191,045	0
2022	295,802,427	30.32%	385,489,723	89,687,296	508,131,737	508,131,737	0
2023	279,329,157	44.17%	402,708,846	123,379,689	587,919,748	587,919,748	0

All Liability Business

Year	(12) Total Premium at Rate Bureau Rates (1) + (5) + (9)	(13) Total Anticipated Premium (3) + (7) + (10)	(14) Amount of Deviation (13) - (12)	(15) Clean Risk Recoupment Factor	(16) Recoupment Amount [((1)+(7)+(9)) x (15)]	(17) Overall Pct. Deviation ((14)+(16)) / (12)
2018	3,277,462,545	2,837,498,607	(439,963,938)	6.27%	211,516,515	-6.97%
2019	3,064,964,788	2,602,834,412	(462,130,376)	6.75%	212,620,795	-8.14%
2020	3,471,905,403	2,763,572,680	(708,332,723)	4.63%	162,542,511	-15.72%
2021	3,859,752,472	3,066,476,699	(793,275,773)	6.12%	239,804,541	-14.34%
2022	3,904,371,796	3,240,962,791	(663,409,005)	7.67%	306,344,332	-9.15%
2023	3,689,162,157	3,205,830,497	(483,331,660)	9.45%	360,285,204	-3.34%
				6 year average:		-9.61%
				2018-2019, 2021-2023 average:		-8.39%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

North Carolina Net Deviations

AUTO PHYSICAL DAMAGE

Year	(1) Std Phy Dam Premium at Rate Bureau Rates	(2) Deviation % From RB Manual Rates	(3) Std Phy Dam Anticipated Premium (1) x (2)	(4) Std Phy Dam Amount of Deviation (3) - (1)
2018	2,514,981,788	-27.30%	1,828,391,760	(686,590,028)
2019	2,384,328,980	-30.09%	1,666,884,390	(717,444,590)
2020	2,447,124,839	-29.48%	1,725,712,436	(721,412,403)
2021	2,769,854,546	-30.05%	1,937,513,255	(832,341,291)
2022	2,868,385,331	-28.14%	2,061,221,699	(807,163,632)
2023	2,819,035,033	-24.63%	2,124,706,704	(694,328,329)

Year	(5) Non-Std Premium at Rate Bureau Rates	(6) Deviation % From RB Manual Rates	(7) Non-Std Phy Dam Anticipated Premium (5) x (6)	(8) Non-Std Phy Dam Amount of Deviation (7) - (5)
2018	426,946,005	48.48%	633,929,428	206,983,423
2019	381,078,041	49.80%	570,854,905	189,776,864
2020	460,015,940	47.40%	678,063,496	218,047,556
2021	523,178,363	43.64%	751,493,401	228,315,038
2022	671,806,539	54.25%	1,036,261,586	364,455,047
2023	819,276,664	60.48%	1,314,775,190	495,498,526

Year	(9) Total Phy Dam Premium at Rate Bureau Rates (1) + (5)	(10) Total Anticipated Premium (3) + (7)	(11) Amount of Deviation (10) - (9)	(12) Overall Pct. Deviation (11) / (9)
2018	2,941,927,793	2,462,321,188	(479,606,605)	-16.30%
2019	2,765,407,021	2,237,739,295	(527,667,726)	-19.08%
2020	2,907,140,779	2,403,775,932	(503,364,847)	-17.31%
2021	3,293,032,909	2,689,006,656	(604,026,253)	-18.34%
2022	3,540,191,870	3,097,483,285	(442,708,585)	-12.51%
2023	3,638,311,697	3,439,481,894	(198,829,803)	-5.46%
			6 year average:	-14.83%
			2018-2019, 2021-2023 average:	-14.34%

Note: This exhibit is based on statistical plan data and Rate Bureau expense call data and reflects the Rate Bureau's best estimate of the information presented.

North Carolina Dividends

LIABILITY

Year	Vol + Ced Manual Earned Prem.	Amount of Dividend	Dividend as % of Vol+Ced Manual Earned Prem.
2018	3,816,993,117	11,815,554	0.31%
2019	3,934,856,692	18,559,790	0.47%
2020	4,256,663,342	73,239,681	1.72%
2021	4,462,986,924	13,788,423	0.31%
2022	4,511,336,685	12,195,660	0.27%
2023	4,630,797,648	11,752,621	0.25%
		6 year average:	0.56%
		excl 2020:	0.32%
		Selected:	0.30%

PHYSICAL DAMAGE

Year	Standard Manual Earned Prem.	Non-Standard Manual Earned Prem.	Amount of Dividend	Dividend as % of Manual Earned Prem.*
2018	2,412,969,095	736,769,450	11,422,852	0.36%
2019	2,584,017,845	765,853,691	16,609,272	0.50%
2020	2,575,026,146	846,499,432	71,116,310	2.08%
2021	2,821,726,970	889,518,443	13,420,967	0.36%
2022	2,938,325,136	942,433,505	12,217,938	0.31%
2023	3,124,123,957	995,192,687	11,351,656	0.28%
			6 year average:	0.65%
			excl 2020:	0.36%
			Selected:	0.40%

* Manual Earned Premium Includes Standard and Non-Standard business.

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE
FOR 2024 BASE
CALCULATION OF MODEL YEAR RELATIVITY
BEFORE OCTOBER 1, 2024

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2024	0.039	1.000	0.041	1.000
2023	0.041	0.970	0.043	0.930
2022	0.050	0.930	0.052	0.870
2021	0.054	0.890	0.057	0.810
2020	0.068	0.860	0.071	0.750
2019	0.069	0.820	0.073	0.700
2018	0.075	0.780	0.079	0.660
2017	0.071	0.740	0.075	0.610
2016	0.070	0.710	0.073	0.570
2015 & PRIOR	0.463	0.650	0.436	0.470
(1) Average		0.750		0.621

AFTER OCTOBER 1, 2024 (INTRODUCTION OF 2025 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2025	0.041	1.030	0.044	1.070
2024	0.045	1.000	0.049	1.000
2023	0.049	0.970	0.053	0.930
2022	0.047	0.930	0.049	0.870
2021	0.056	0.890	0.059	0.810
2020	0.057	0.860	0.060	0.750
2019	0.070	0.820	0.073	0.700
2018	0.069	0.780	0.073	0.660
2017	0.073	0.740	0.078	0.610
2016	0.068	0.710	0.072	0.570
2015 & PRIOR	0.425	0.650	0.390	0.470
(2) Average		0.767		0.652

AFTER OCTOBER 1, 2025 (INTRODUCTION OF 2026 MODEL)

Automobile Model Year	Comprehensive Exposure Distribution	Comprehensive Model Year Relativity	Collision Exposure Distribution	Collision Model Year Relativity
2026	0.040	1.050	0.044	1.110
2025	0.047	1.030	0.051	1.070
2024	0.047	1.000	0.051	1.000
2023	0.051	0.970	0.055	0.930
2022	0.048	0.930	0.051	0.870
2021	0.055	0.890	0.057	0.810
2020	0.057	0.860	0.060	0.750
2019	0.067	0.820	0.070	0.700
2018	0.066	0.780	0.071	0.660
2017	0.069	0.740	0.073	0.610
2016	0.063	0.710	0.068	0.570
2015 & PRIOR	0.390	0.650	0.349	0.470
(3) Average		0.785		0.684

(4) Number of months from effective date to 10/1/2025: 0

(5) Average relativity based on an effective date of 12/1/2025:

Comp: (0.767x(4)+0.785x(12-(4)))/12= 0.785

Coll: (0.652x(4)+0.684x(12-(4)))/12= 0.684

(6) Model year trend factor:

Comp: (5)/0.75= 1.047 Coll: (5)/0.621= 1.101

NORTH CAROLINA
PRIVATE PASSENGER AUTOMOBILE INSURANCE

CALCULATION OF SYMBOL TREND FACTORS

A. Average Symbol Relativity of Experience Period:

Year ended	Comp	Coll
06/30/2023	2.349	1.566

B. Summary of Average Symbol Relativities by year-ended quarter for determining symbol trend for the prospective effective date.

Year ended	Comp	Coll
09/30/2025	2.579	1.630
12/31/2025	2.600	1.635
03/31/2026	2.620	1.640
06/30/2026	2.624	1.641
09/30/2026	2.641	1.646
12/31/2026	2.661	1.651
03/31/2027	2.683	1.656
06/30/2027	2.686	1.657
09/30/2027	2.705	1.662
12/31/2027	2.724	1.666

C. Proposed Projection Date: 7/21/2026

D. Number of months to next year ended quarter (in B above): 2.30

E. Average Symbol Relativity as of prior year ended quarter:

Year ended	Comp	Coll
06/30/2026	2.624	1.641

F. Average Symbol Relativity as of next year ended quarter:

Year ended	Comp	Coll
09/30/2026	2.641	1.646

G. Average Symbol Relativity as of Projection Date (Date in C above):
(D/3)(E) + ((3-D)/3)(F) = Avg. Sym. Rel.

COMP:	(2.30 / 3)	2.624	+	(0.70 / 3)	2.641	=	2.628			
COLL:	(2.30 / 3)	1.641	+	(0.70 / 3)	1.646	=	1.642			

H. Symbol Trend Factors: (G)/(A)	Year-Ended	Comp:	2.628	/	2.349	=	1.119
	12/31/2023	Coll:	1.642	/	1.566	=	1.049

		Year-Ended	Comp:	3.7%
I. Annualized Trends:	(H)^(1 / 3.06)	12/31/2023	Coll:	1.6%

NORTH CAROLINA
RATE LEVEL SUMMARY
MOTORCYCLE INSURANCE

	EARNED PREMIUMS AT PRESENT RATES*	INDICATED AND FILED RATE LEVEL CHANGE
Liability	70,997	-9.0%

* (000's omitted)

NORTH CAROLINA

MOTORCYCLE INSURANCE
LIABILITY COVERAGE

STATEWIDE RATE REVIEW

All Carriers Voluntary and Ceded Combined	Year Ended 12/31/2021	Year Ended 12/31/2022	Year Ended 12/31/2023
(1) Earned Premiums at Present Rates (a)	$63,127,794	$67,153,399	$68,846,061
(2) Incurred Losses and ALAE (a)	26,004,525	24,619,472	32,244,580
(3) Unallocated Loss Adjustment Expense Factor (b)	0.099	0.099	0.099
(4) Unallocated Loss Adjustment Expense [(2) x (3)]	2,574,448	2,437,328	3,192,213
(5) General & Other Acquisition Expenses (c)	9,015,329	9,844,185	10,307,796
(6) Average Annual Change in Losses and ALAE (See page MC-5)	7.0%	7.1%	6.8%
(7) Average Annual Change in Expense Costs (See page 31)	4.0%	4.0%	4.0%
(8) Projected Losses and ALAE (d)	36,614,371	32,522,323	39,435,121
(9) Projected Unallocated LAE (e)	3,140,827	2,858,986	3,600,816
(10) Projected General & Other Acquisition Expenses (f)	10,863,471	11,399,566	11,482,885
(11) Projected Losses, LAE and G & OA Expenses [(8)+(9)+(10)]	50,618,669	46,780,875	54,518,822
(12) Projected Loss, LAE and G & OA Expense Ratio [(11)/(1)]	0.802	0.697	0.792
(13) Permissible Loss, LAE and G & OA Expense Ratio (See page MC-4)	0.842	0.834	0.834
(14) Percentage Net Deviations (g)	0.21%	0.21%	0.21%
(15) Indicated Rate Level Change [(12)/((13)+(14))] - 1.0	-5.0%	-16.6%	-5.3%
(16) Final rate level change (weighted by premium from Line (1))		-9.0%	

Notes

(a) Based on the statistical plan data reported by member companies. Losses are developed to ultimate.

(b) Based on the average ratio of unallocated loss adjustment expenses to losses and allocated loss adjustment expenses for 2019, 2021-2023. See pages MC-7.

(c) The general expenses and other acquisition expenses allocated between the Voluntary and Ceded business based on the Voluntary and Ceded premium distribution. See pages MC-7.

(d) Projected Losses and ALAE = $[(2) \times (1 + (6))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(e) Projected Unallocated Loss Adjustment Expenses = $[((4) \times (1 + (7))^{n}]$, where

n = The number of years of projection from the average date of accident to 7/21/2026 (2021=5.06, 2022=4.06, 2023=3.06).

(f) Projected General and Other Acquisition Expenses = $[(5) \times (1 + (7))^{n}]$, where

n = The number of years of projection to the average date of writing, 4/1/2026 (2021=4.75, 2022=3.75, 2023=2.75).

(g) Selected value representing the average net deviation from 2018-2019, 2021-2023. Net Deviations reflect upward and downward adjustments to manual premiums. See page MC-8.

NORTH CAROLINA
MOTORCYCLE REVIEW

DETERMINATION OF EXPECTED LOSS, LAE and FIXED EXPENSE RATIO

	Liability		
	2021	2022	2023
Commission and Brokerage Expense (a)	0.055	0.063	0.063
Taxes, etc. to Written Premium	0.023	0.023	0.023
Profit	0.080	0.080	0.080
Contingencies	0.000	0.000	0.000
Total	0.158	0.166	0.166
Losses, LAE, General Administration Expenses and Other Acquisition Expenses	0.842	0.834	0.834

(a) For Liability Commission and Brokerage, the voluntary portion of the ratio is determined using the voluntary/ceded premium distribution and an assumed 10.0% ceded ratio to premiums at collected level. The provision for voluntary business is found by solving the following expression for V:
0.10 x (percent ceded written premium) + V x (percent voluntary written premium) = overall Commission and Brokerage provision.

The average overall Commission and Brokerage ratio for 2019, 2021-2023 is used for all years.

NORTH CAROLINA

Motorcycle Insurance

Calculation of Loss Trend Factors

	Cov	Auto Trend(a)	Total Limits Dev. Losses	Weighted Trend
2023	BI	1.045	7,758,500	
	PD	1.065	5,743,331	
	MP	1.025	408,654	
	UMBI	1.076	5,763,171	
	UMPD	1.115	293,466	
	UIMBI	1.081	12,277,458	
			32,244,580	1.068
2022	BI	1.048	5,566,887	
	PD	1.083	4,595,322	
	MP	1.023	303,900	
	UMBI	1.075	4,786,400	
	UMPD	1.115	148,797	
	UIMBI	1.078	9,218,166	
			24,619,472	1.071
2021	BI	1.049	7,573,991	
	PD	1.093	4,304,531	
	MP	1.021	330,471	
	UMBI	1.074	5,455,845	
	UMPD	1.115	191,001	
	UIMBI	1.077	8,148,686	
			26,004,525	1.070

(a) See page D-9. BI and UIMBI trends are on a total limits basis.

NORTH CAROLINA
MOTORCYCLE INSURANCE

CALCULATION OF RATE RELATIVITIES

Private Passenger

COVERAGE	TOTAL LIMITS PREMIUM WEIGHT	FILED CHANGE
Bodily Injury	$2,031,347	13.0%
Property Damage	$2,206,408	26.7%
(1) Liability Total	4,237,755	20.1%
(2) Medical Payments		0.4%

Motorcycles	FILED CHANGE
(3) Liability	-9.0%
(4) Motorcycle Liability factor = [(1.0 + (3)) / (1.0 + (1))]	0.758
(5) Motorcycle Med Pay factor = [(1.0 + (3)) / (1.0 + (2))]	0.906

Liability Relativities	(6) Present	(7) (6) x (4) Revised
Engine Size (cc)		
0-499	10%	8%
500-1249	17%	13%
1250-1499	25%	19%
1500-up	32%	24%

Medical Payments Relativities	(8) Present	(9) (8) x (5) Revised
All Engine Sizes	35%	32%

NORTH CAROLINA
SUMMARY OF EXPENSE PROVISIONS

	Calendar Years						
	2019	2020	2021	2022	2023	average	average excl. 2020
Motorcycle Liability							
Commission & Brokerage	7.1	7.2	8.1	7.0	7.2	7.3	7.4
Other Acquisition	11.4	11.5	10.6	9.6	8.7	10.4	10.1
General Expenses	8.5	9.4	8.2	7.8	7.6	8.3	8.0
Taxes	1.9	1.9	2.3	2.2	2.8	2.2	2.3
ULAE	10.4	10.3	11.4	8.6	9.1	10.0	9.9

C&B, OA, GE, and Taxes are ratios to actual premiums.
ULAE are ratios to Incurred Losses and ALAE.

	2019	2020	2021	2022	2023	average	average excl. 2020
Other Acquisition	10.5	10.1	9.2	8.6	7.9	9.3	9.1
General Expenses	7.8	8.4	7.1	6.9	6.9	7.4	7.2

C&B, OA, GE, and Taxes are ratios to manual premiums.

North Carolina Motorcycle Total Deviations

Liability

Year Ended	(1) Reported EP	(2) Deviation % from RB Manual Rates	(3) Premium at Rate Bureau Rates (1) / (2)	(4) Clean Risk Recoup %	(5) Recoupment Amount (A)	(6) Total Revenue (1)+(5)	(7) Difference (B) (6)-(3)	(8) Pct Difference (7) / (3)
12/31/2018								
Vol	16,689,035	0.85176	19,593,589	6.27%	1,228,518			
Clean Risk Ceded	14,532,661	1.00000	14,532,661	6.27%	911,198			
OTC Ceded	3,364,705	1.37600	2,445,280	6.27%	210,967			
Total	34,586,401	Total	36,571,530		2,350,683	36,937,084	365,554	1.00%
12/31/2019								
Vol	15,952,069	0.85880	18,574,836	6.75%	1,253,801			
Clean Risk Ceded	14,911,885	1.00000	14,911,885	6.75%	1,006,552			
OTC Ceded	3,774,688	1.37700	2,741,240	6.75%	254,791			
Total	34,638,642	Total	36,227,961		2,515,144	37,153,786	925,825	2.56%
12/31/2020								
Vol	16,770,897	0.79241	21,164,524	4.63%	979,917			
Clean Risk Ceded	16,459,859	1.00000	16,459,859	4.63%	762,091			
OTC Ceded	3,443,235	1.15700	2,976,003	4.63%	159,422			
Total	36,673,991	Total	40,600,386		1,901,430	38,575,421	(2,024,965)	-4.99%
12/31/2021								
Vol	22,401,400	0.80893	27,692,567	6.12%	1,694,785			
Clean Risk Ceded	13,471,503	1.00000	13,471,503	6.12%	824,456			
OTC Ceded	2,857,592	1.20790	2,365,752	6.12%	174,885			
Total	38,730,495	Total	43,529,822		2,694,126	41,424,621	(2,105,201)	-4.84%
12/31/2022								
Vol	29,452,025	0.86163	34,181,633	7.67%	2,621,731			
Clean Risk Ceded	9,703,154	1.00000	9,703,154	7.67%	744,232			
OTC Ceded	2,689,124	1.30320	2,063,478	7.67%	206,256			
Total	41,844,303	Total	45,948,265		3,572,219	45,416,522	(531,743)	-1.16%
12/31/2023								
Vol	30,887,184	0.89326	34,578,208	9.45%	3,267,641			
Clean Risk Ceded	10,022,688	1.00000	10,022,688	9.45%	947,144			
OTC Ceded	2,761,353	1.44170	1,915,345	9.45%	260,948			
Total	43,671,225	Total	46,516,241		4,475,733	48,146,958	1,630,717	3.51%
							6-year Average =	-0.65%
						2018-2019, 2021-2023	5-year Average =	0.21%

(A) Voluntary = (3) x (4)
clean risk = (3) x (4)
other than clean risk = (1) x (4)

(B) Column (7) represents the difference between the revenue generated through premiums collected and clean risk recoupment surcharges and the premium that would be collected if all risks were charged Rate Bureau rates.

NORTH CAROLINA
PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

PHYSICAL DAMAGE DEDUCTIBLE RELATIVITIES

	Current Relativity	Average Indicated Relativity	Selected Relativity	
COMPREHENSIVE				
Full Coverage	1.00	1.000	1.00	
$ 50 Deductible	0.96	0.982	0.98	
$ 100 Deductible	0.93	0.964	0.96	
$ 250 Deductible	0.84	0.914	0.91	
$ 500 Deductible	0.70	0.835	0.84	
$1000 Deductible	0.58	0.720	0.72	
COLLISION				
~~$ 25 Deductible~~	~~1.50~~			
$ 50 Deductible	1.02	1.009	1.01	
$ 100 Deductible	1.00	1.000	1.00	
$ 200 Deductible	0.97	0.984	0.98	
$ 250 Deductible	0.96	0.975	0.97	*
$ 500 Deductible	0.91	0.938	0.93	*
$1000 Deductible	0.81	0.866	0.87	

* Selected to pass consistency test.

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED LOSS RELATIVITIES BY DEDUCTIBLE

COMPREHENSIVE	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
Full Coverage	1.000			1.000			1.000		
$ 50 Deductible	0.980			0.980			0.981		
$ 100 Deductible	0.959			0.961			0.961		
$ 250 Deductible	0.904	0.901		0.908	0.906		0.909	0.905	
$ 500 Deductible	0.818	0.817	0.800	0.825	0.826	0.814	0.828	0.826	0.814
$1000 Deductible	0.689	0.691	0.665	0.699	0.707	0.686	0.705	0.705	0.682

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)
$ 50 Deductible	1.011			1.010			1.010		
$ 100 Deductible	1.000	1.000		1.000	1.000		1.000	1.000	
$ 200 Deductible	0.979	0.981		0.980	0.983		0.980	0.981	
$ 250 Deductible	0.968	0.972		0.971	0.974		0.970	0.972	
$ 500 Deductible	0.916	0.926	0.928	0.924	0.932	0.934	0.922	0.928	0.931
$1000 Deductible	0.819	0.839	0.848	0.835	0.852	0.860	0.832	0.843	0.854

(A) Based on calendar/accident year $50 Deductible Collision claim size distribution rebased to $100 Deductible level.
(B) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(C) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

I. Calculation of Projected Loss Ratio (L)

	Comprehensive	Collision
(1) Projected loss and loss adjustment expenses per exposure (pages C-7, C-9, C-11 line 15) weighted average	215.46	348.27
(2) Projected general and other acquisition expenses per exposure (pages C-7, C-9, C-11 line 17) weighted average	21.68	60.87
(3) Projected premium [(1)+(2)]/[1-V]	295.69	510.15
(4) Projected loss ratio (L) (1)/(3)	0.729	0.683

II. Calculation of Fixed Expense Percentage (F)

	Comprehensive	Collision
(1) Projected general and other acquisition expenses per exposure [(2) above]	21.68	60.87
(2) Projected premium [(3) above]	295.69	510.15
(3) Fixed expense percentage (F) (1)/(2)	0.073	0.119

III. Calculation of Variable Expense Percentage (V)

(1) Commission and Brokerage	8.0%
(2) Contingencies	0.0%
(3) Profit	9.5%
(4) Taxes, Licenses and Fees	2.3%
(5) Total (1)+(2)+(3)+(4)	19.8%

NORTH CAROLINA

PRIVATE PASSENGER PHYSICAL DAMAGE INSURANCE

INDICATED RATE RELATIVITIES BY DEDUCTIBLE

COMPREHENSIVE	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
Full Coverage	1.00	1.000			1.000			1.000			1.000
$ 50 Deductible	0.96	0.982			0.982			0.983			0.982
$ 100 Deductible	0.93	0.963			0.965			0.965			0.964
$ 250 Deductible	0.84	0.913	0.910		0.916	0.915		0.917	0.914		0.914
$ 500 Deductible	0.70	0.835	0.834	0.818	0.841	0.842	0.831	0.844	0.842	0.831	0.835
$1000 Deductible	0.58	0.717	0.719	0.695	0.726	0.734	0.715	0.732	0.732	0.711	0.720

(A) Based on calendar/accident year Full Coverage Comprehensive claim size distribution.
(B) Based on calendar/accident year $100 Deductible Comprehensive claim size distribution rebased to Full Coverage level.
(C) Based on calendar/accident year $250 Deductible Comprehensive claim size distribution rebased to Full Coverage level.

COLLISION	CURRENT	2021 (A)	2021 (B)	2021 (C)	2022 (A)	2022 (B)	2022 (C)	2023 (A)	2023 (B)	2023 (C)	Avg.
$ 50 Deductible (C)	1.02	1.009			1.009			1.009			1.009
$ 100 Deductible	1.00	1.000	1.000		1.000	1.000		1.000	1.000		1.000
$ 200 Deductible	0.97	0.982	0.984		0.983	0.986		0.983	0.984		0.984
$ 250 Deductible	0.96	0.973	0.976		0.975	0.978		0.974	0.976		0.975
$ 500 Deductible	0.91	0.928	0.937	0.939	0.935	0.942	0.944	0.934	0.939	0.941	0.938
$1000 Deductible	0.81	0.846	0.863	0.871	0.859	0.874	0.881	0.857	0.866	0.876	0.866

(A) Based on calendar/accident year $100 Deductible Collision claim size distribution.
(B) Based on calendar/accident year $250 Deductible Collision claim size distribution rebased to $100 Deductible level.
(C) Based on calendar/accident year $50 Deductible Collision claim size distribution.

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2021					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.856	1.856	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	26153	164334	1767025	3936935	21915625
(5)	Total trended ground up losses	203850636	203850636	203850636	203850636	203850636
(6)	Total claims	82992	82992	82992	82992	82992
(7)	Claims greater than D after trend	82504	81847	71239	66204	41403
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4151353	8349034	19576775	37038935	63318625
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.041	0.096	0.182	0.311
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.959	0.904	0.818	0.689

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2022					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.642	1.642	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	20965	268095	1375791	4027005	21009691
(5)	Total trended ground up losses	207693909	207693909	207693909	207693909	207693909
(6)	Total claims	81173	81173	81173	81173	81173
(7)	Claims greater than D after trend	80631	78662	70866	64719	41466
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4052515	8134295	19092291	36386505	62475691
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.020	0.039	0.092	0.175	0.301
(10)	Indicated Loss Relativities [1.000-(9)]	0.980	0.961	0.908	0.825	0.699

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	Full Coverage Comp - 2023					
	Trend	1.130				
(1)	Lower bound d	0	0	0	0	0
(2)	Upper bound D	50	100	250	500	1000
(3)	Trend factor	1.454	1.454	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	17949	395822	1421609	4599258	21286873
(5)	Total trended ground up losses	220849002	220849002	220849002	220849002	220849002
(6)	Total claims	85831	85831	85831	85831	85831
(7)	Claims greater than D after trend	85333	81740	74280	66800	43882
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	4284599	8569822	19991609	37999258	65168873
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.039	0.091	0.172	0.295
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.961	0.909	0.828	0.705

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2021				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.856	1.856	1.856	1.856
(4)	Trended ground up losses due to claims below D after trend	97794	97794	5018681	19959498
(5)	Total trended ground up losses	186702872	186702872	186702872	186702872
(6)	Total claims	71289	71289	71289	71289
(7)	Claims greater than D after trend	70881	70881	57343	37306
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10729944	10729944	27955881	53534898
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.060	0.060	0.148	0.279
(10)	Indicated Loss Relativities [1.000-(9)]	0.940	0.940	0.852	0.721

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2022				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.642	1.642	1.642	1.642
(4)	Trended ground up losses due to claims below D after trend	207329	207329	4309218	17089776
(5)	Total trended ground up losses	180692715	180692715	180692715	180692715
(6)	Total claims	65805	65805	65805	65805
(7)	Claims greater than D after trend	65100	65100	53208	35543
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	9972329	9972329	25592418	49078476
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.057	0.057	0.140	0.264
(10)	Indicated Loss Relativities [1.000-(9)]	0.943	0.943	0.860	0.736

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Comp - 2023				
	Trend	1.130			
(1)	Lower bound d (Base Deductible)	100	100	100	100
(2)	Upper bound D	250	250	500	1000
(3)	Trend factor	1.454	1.454	1.454	1.454
(4)	Trended ground up losses due to claims below D after trend	581722	581722	4858751	18168123
(5)	Total trended ground up losses	191258361	191258361	191258361	191258361
(6)	Total claims	71352	71352	71352	71352
(7)	Claims greater than D after trend	68913	68913	56200	37928
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	10918672	10918672	27338751	52303323
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.058	0.058	0.140	0.266
(10)	Indicated Loss Relativities [1.000-(9)]	0.942	0.942	0.860	0.734

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2021		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	4889861	13353568
(5)	Total trended ground up losses	98910162	98910162
(6)	Total claims	43423	43423
(7)	Claims greater than D after trend	32069	20645
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	12907111	28837318
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.114	0.263
(10)	Indicated Loss Relativities [1.000-(9)]	0.886	0.737

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2022		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	4059655	11515232
(5)	Total trended ground up losses	102594902	102594902
(6)	Total claims	41358	41358
(7)	Claims greater than D after trend	31370	21300
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	11902155	27490232
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.102	0.244
(10)	Indicated Loss Relativities [1.000-(9)]	0.898	0.756

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Comprehensive - 2023		
	Trend	1.13	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	4582347	13734688
(5)	Total trended ground up losses	112815854	112815854
(6)	Total claims	47009	47009
(7)	Claims greater than D after trend	35208	23080
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	13384347	31044688
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.103	0.248
(10)	Indicated Loss Relativities [1.000-(9)]	0.897	0.752

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2021					
	Trend	1.056				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	1568	10409	24131	84600	358935
(5)	Total trended ground up losses	18069099	18069099	18069099	18069099	18069099
(6)	Total claims	3850	3850	3850	3850	3850
(7)	Claims greater than D after trend	3835	3793	3732	3562	3234
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	193318	579359	770531	1687500	3431235
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.011	0.032	0.043	0.094	0.19
(10)	Indicated Loss Relativities [1.000-(9)]	0.989	0.968	0.957	0.906	0.810
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.011				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2022					
	Trend	1.05				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	3147	16328	28664	80033	284059
(5)	Total trended ground up losses	16347687	16347687	16347687	16347687	16347687
(6)	Total claims	3225	3225	3225	3225	3225
(7)	Claims greater than D after trend	3188	3116	3065	2928	2678
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	162547	483728	641664	1397633	2828159
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.039	0.085	0.173
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.961	0.915	0.827
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$50 Deductible Collision - 2023					
	Trend	1.04				
(1)	Lower bound d	50	50	50	50	50
(2)	Upper bound D	100	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	5269	18689	33784	96524	351968
(5)	Total trended ground up losses	17852511	17852511	17852511	17852511	17852511
(6)	Total claims	3627	3627	3627	3627	3627
(7)	Claims greater than D after trend	3571	3479	3421	3244	2932
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	183819	540539	717984	1556324	3137368
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.01	0.03	0.04	0.087	0.176
(10)	Indicated Loss Relativities [1.000-(9)]	0.990	0.970	0.960	0.913	0.824
(11)	Indicated $50 Ded. Loss Relativity ($100 Ded.Base) [1.000/(10)]	1.01				

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2021				
	Trend	1.056			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.317	1.317	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	13574	33510	197521	1016896
(5)	Total trended ground up losses	63832922	63832922	63832922	63832922
(6)	Total claims	11788	11788	11788	11788
(7)	Claims greater than D after trend	11709	11635	11218	10228
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1184474	1778760	4684721	10222096
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.074	0.161
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.926	0.839

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2022				
	Trend	1.050			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.219	1.219	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	18892	46953	197656	972478
(5)	Total trended ground up losses	66580127	66580127	66580127	66580127
(6)	Total claims	11344	11344	11344	11344
(7)	Claims greater than D after trend	11231	11140	10771	9858
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1141992	1717953	4506056	9844678
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.017	0.026	0.068	0.148
(10)	Indicated Loss Relativities [1.000-(9)]	0.983	0.974	0.932	0.852

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$100 Deductible Collision - 2023				
	Trend	1.040			
(1)	Lower bound d	100	100	100	100
(2)	Upper bound D	200	250	500	1000
(3)	Trend factor	1.128	1.128	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	25983	65728	236186	1108910
(5)	Total trended ground up losses	61117411	61117411	61117411	61117411
(6)	Total claims	11194	11194	11194	11194
(7)	Claims greater than D after trend	11046	10879	10450	9426
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	1130583	1697578	4416186	9592310
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.019	0.028	0.072	0.157
(10)	Indicated Loss Relativities [1.000-(9)]	0.981	0.972	0.928	0.843

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2021		
	Trend	1.056	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.317	1.317
(4)	Trended ground up losses due to claims below D after trend	560086	4629660
(5)	Total trended ground up losses	363557083	363557083
(6)	Total claims	60807	60807
(7)	Claims greater than D after trend	59515	54523
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	15438836	45521910
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.043	0.126
(10)	Indicated Loss Relativities [1.000-(9)]	0.957	0.874

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2022		
	Trend	1.05	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.219	1.219
(4)	Trended ground up losses due to claims below D after trend	616424	4415303
(5)	Total trended ground up losses	376443663	376443663
(6)	Total claims	58009	58009
(7)	Claims greater than D after trend	56597	51940
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14765674	43370303
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.040	0.116
(10)	Indicated Loss Relativities [1.000-(9)]	0.960	0.884

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES
DETERMINATION OF INDICATED LOSS RELATIVITIES

	$250 Deductible Collision - 2023		
	Trend	1.04	
(1)	Lower bound d	250	250
(2)	Upper bound D	500	1000
(3)	Trend factor	1.128	1.128
(4)	Trended ground up losses due to claims below D after trend	796326	4637097
(5)	Total trended ground up losses	361831799	361831799
(6)	Total claims	58213	58213
(7)	Claims greater than D after trend	56281	51580
(8)	Total trended losses eliminated (4)+(7)*[(2)-(1)]	14866576	43322097
(9)	Loss elimination ratio (adjusted for deductible) {(8)-[(1)*[(6)-(7)]]}/{(5)-[(1)*(6)]}	0.041	0.12
(10)	Indicated Loss Relativities [1.000-(9)]	0.959	0.880

NORTH CAROLINA
REVIEW OF DEDUCTIBLE RELATIVITIES

Deductible Relativity Offset Calculation

Comprehensive

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
Full Cov	325,816,582	1.00	1.00	325,816,582	
$50 Ded	31,742,248	0.96	0.98	32,403,545	
$100 Ded	259,333,418	0.93	0.96	267,699,012	
$250 Ded	168,521,302	0.84	0.91	182,564,744	
$500 Ded	411,764,050	0.70	0.84	494,116,860	
$1000 Ded	94,599,303	0.58	0.72	117,433,618	
	1,291,776,903			1,420,034,361	0.910

Collision

Coverage	(1) Trended Premium at Present Rates	(2) Current Factor	(3) Revised Factor	(4) (1)/(2)*(3)	Offset (1)/(4)
$50 Ded	28,987,764	1.02	1.01	28,703,570	
$100 Ded	97,847,558	1.00	1.00	97,847,558	
$200 Ded	16,557,933	0.97	0.98	16,728,633	
$250 Ded	683,780,116	0.96	0.97	690,902,826	
$500 Ded	2,165,324,403	0.91	0.93	2,212,913,950	
$1000 Ded	448,591,484	0.81	0.87	481,820,483	
	3,441,089,258			3,528,917,020	0.975

NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE
SUMMARY OF CURRENT AND SELECTED FACTORS

REVIEW OF MULTICAR DISCOUNT

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
Single	0.00	0.00	0.00	0.00	0.00	0.00
Multi	-0.35	-0.35	-0.10	-0.10	-0.35	-0.35

REVIEW OF INEXPERIENCED OPERATOR SURCHARGES

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
No inexp	0.00	0.00	0.00	0.00	0.00	0.00
Prin <1	2.60	2.60	0.20	0.20	2.30	2.20
Occ <1	1.75	1.70	0.10	0.10	1.40	1.20
Prin <2	1.60	1.50	0.20	0.20	1.50	1.20
Occ <2	0.85	0.85	0.00	0.00	0.80	0.60
Prin <3	1.25	1.15	0.20	0.20	1.35	0.90
Occ <3	0.65	0.60	0.00	0.00	0.60	0.40

REVIEW OF USE SURCHARGES

	Liability		Comprehensive		Colllision	
Classification	Current	Selected	Current	Selected	Current	Selected
Pleasure	0.00	0.00	0.00	0.00	0.00	0.00
Work < 10	0.05	0.05	0.25	0.25	0.15	0.15
Work > 10	0.05	0.05	0.25	0.25	0.15	0.15
Business	0.05	0.05	0.25	0.25	0.15	0.15
Farm	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25

REVIEW OF SAFE DRIVER INSURANCE PLAN SURCHARGES

Points	Current	Selected
0	0.00	0.00
1	0.40	0.40
2	0.55	0.55
3	0.70	0.70
4	0.90	0.90
5	1.10	1.10
6	1.40	1.40
7	1.70	1.70
8	2.00	2.00
9	2.30	2.30
10	2.60	2.60
11	3.00	3.00
12	3.40	3.40
NE	0.10	0.10

REVIEW OF NORTH CAROLINA PRIVATE PASSENGER CLASSIFICATION EXPERIENCE

Premium Offsets to Maintain Constant Premium Volume

Terr.	Liability	Physical Damage	
		Comprehensive	Collision
110	1.003	1.000	1.010
120	1.002	1.000	1.008
130	1.002	1.000	1.009
140	1.002	1.000	1.007
150	1.003	1.000	1.010
170	1.003	1.000	1.010
180	1.004	1.000	1.016
190	1.002	1.000	1.010
200	1.002	1.000	1.007
210	1.001	1.000	1.004
220	1.002	1.000	1.008
230	1.002	1.000	1.008
240	1.002	1.000	1.008
250	1.003	1.000	1.010
260	1.003	1.000	1.010
270	1.003	1.000	1.013
280	1.002	1.000	1.009
290	1.002	1.000	1.008
300	1.003	1.000	1.013
310	1.003	1.000	1.012
320	1.002	1.000	1.009
340	1.002	1.000	1.009
350	1.003	1.000	1.010
360	1.003	1.000	1.009
370	1.003	1.000	1.011
380	1.003	1.000	1.010
390	1.003	1.000	1.013
420	1.002	1.000	1.007
440	1.002	1.000	1.009
450	1.002	1.000	1.007
460	1.003	1.000	1.010
470	1.002	1.000	1.009
480	1.002	1.000	1.007
490	1.002	1.000	1.007

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Liability Coverages	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	7,642,031	0.00	
Principal < 1 yr driving	102,831	2.60	
Occasional <1 yr driving	31,707	1.70	
Principal < 2 yrs driving	73,092	1.50	-1.10
Occasional <2 yrs driving	26,656	0.85	-0.85
Principal < 3 yrs driving	65,513	1.15	-0.35
Occasional < 3 yrs driving	22,242	0.60	-0.25

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.90	-0.25
Occasional < 4 yrs driving	0.50	-0.10
Principal < 5 yrs driving	0.70	-0.20
Occasional < 5 yrs driving	0.40	-0.10
Principal < 6 yrs driving	0.50	-0.20
Occasional < 6 yrs driving	0.30	-0.10
Principal < 7 yrs driving	0.30	-0.20
Occasional < 7 yrs driving	0.20	-0.10
Principal < 8 yrs driving	0.15	-0.15
Occasional < 8 yrs driving	0.10	-0.10

(2) selected discount amt =	5%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	3.8%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount
Principal < 4 yrs driving	0.94	0.89	0.90	0.95
Occasional < 4 yrs driving	0.54	0.49	0.50	0.55
Principal < 5 yrs driving	0.74	0.69	0.70	0.75
Occasional < 5 yrs driving	0.44	0.39	0.40	0.45
Principal < 6 yrs driving	0.54	0.49	0.50	0.55
Occasional < 6 yrs driving	0.34	0.29	0.30	0.35
Principal < 7 yrs driving	0.34	0.29	0.30	0.35
Occasional < 7 yrs driving	0.24	0.19	0.20	0.25
Principal < 8 yrs driving	0.19	0.14	0.15	0.20
Occasional < 8 yrs driving	0.14	0.09	0.10	0.15

* to nearest 0.05

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Collision Coverages	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	5,611,982	0.00	
Principal < 1 yr driving	51,960	2.20	
Occasional <1 yr driving	23,452	1.20	
Principal < 2 yrs driving	40,731	1.20	-1.00
Occasional <2 yrs driving	19,348	0.60	-0.60
Principal < 3 yrs driving	37,984	0.90	-0.30
Occasional < 3 yrs driving	16,166	0.40	-0.20

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.70	-0.20
Occasional < 4 yrs driving	0.30	-0.10
Principal < 5 yrs driving	0.50	-0.20
Occasional < 5 yrs driving	0.20	-0.10
Principal < 6 yrs driving	0.30	-0.20
Occasional < 6 yrs driving	0.15	-0.05
Principal < 7 yrs driving	0.20	-0.10
Occasional < 7 yrs driving	0.10	-0.05
Principal < 8 yrs driving	0.10	-0.10
Occasional < 8 yrs driving	0.05	-0.05

(2) selected discount amt =	5%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	75%
(5) overall avg discount [(2)x(4)]=	3.8%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount
Principal < 4 yrs driving	0.74	0.69	0.70	0.75
Occasional < 4 yrs driving	0.34	0.29	0.30	0.35
Principal < 5 yrs driving	0.54	0.49	0.50	0.55
Occasional < 5 yrs driving	0.24	0.19	0.20	0.25
Principal < 6 yrs driving	0.34	0.29	0.30	0.35
Occasional < 6 yrs driving	0.19	0.14	0.15	0.20
Principal < 7 yrs driving	0.24	0.19	0.20	0.25
Occasional < 7 yrs driving	0.14	0.09	0.10	0.15
Principal < 8 yrs driving	0.14	0.09	0.10	0.15
Occasional < 8 yrs driving	0.09	0.04	0.05	0.10

* to nearest 0.05

PROPOSED INEXPERIENCED OPERATOR SURCHARGES IN RESPONSE TO SB-452
INCLUDING CLEAN DRIVING RECORD DISCOUNT

Comprehensive Coverage	Earned Car Years 2023	Proposed Surcharges	marginal
No inexprienced Ops.	5,957,849	0.00	
Principal < 1 yr driving	55,681	0.20	
Occasional <1 yr driving	25,055	0.10	
Principal < 2 yrs driving	44,988	0.20	0.00
Occasional <2 yrs driving	21,169	0.00	-0.10
Principal < 3 yrs driving	41,093	0.20	0.00
Occasional < 3 yrs driving	17,608	0.00	0.00

	(1) Proposed Avg. Surcharges	
Principal < 4 yrs driving	0.15	-0.05
Occasional < 4 yrs driving	0.00	0.00
Principal < 5 yrs driving	0.15	0.00
Occasional < 5 yrs driving	0.00	0.00
Principal < 6 yrs driving	0.10	-0.05
Occasional < 6 yrs driving	0.00	0.00
Principal < 7 yrs driving	0.10	0.00
Occasional < 7 yrs driving	0.00	0.00
Principal < 8 yrs driving	0.05	-0.05
Occasional < 8 yrs driving	0.00	0.00

(2) selected discount amt =	5%
(3) % inexper op w/o points =	85%
(4) selected % inexper op eligible for discount =	50% principal ops only
(5) overall avg discount [(2)x(4)]=	2.5%

	Calculated Surcharges (6) w/o discount (1)+(5)	(7) w/ discount (6)-(2)	avg	Proposed Surcharges (rounded*) w/o discount
Principal < 4 yrs driving	0.18	0.13	0.15	0.20
Occasional < 4 yrs driving	0.03	-0.03	0.00	0.00
Principal < 5 yrs driving	0.18	0.13	0.15	0.20
Occasional < 5 yrs driving	0.03	-0.03	0.00	0.00
Principal < 6 yrs driving	0.13	0.08	0.10	0.15
Occasional < 6 yrs driving	0.03	-0.03	0.00	0.00
Principal < 7 yrs driving	0.13	0.08	0.10	0.15
Occasional < 7 yrs driving	0.03	-0.03	0.00	0.00
Principal < 8 yrs driving	0.08	0.03	0.05	0.10
Occasional < 8 yrs driving	0.03	-0.03	0.00	0.00

* to nearest 0.05

NORTH CAROLINA

REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

SUMMARY OF PRESENT, INDICATED AND SELECTED RATES

Daily/Monthly Limit	(1) Present Rate ($)	(2) Indicated Rate ($)(a)	(3) Selected Rate ($)
$15/$450	13	22.28	22
$30/$900	26	44.56	45
$50/$1500	42	71.99	72
$75/$2250	61	104.55	105
$100/$3000	79	135.41	135

(a) See page ETC-2

NORTH CAROLINA
REVIEW OF EXTENDED TRANSPORTATION COVERAGE RATES

All Limits Combined

Year	(1) Earned Car Years	(2) Paid Claims	(3) Paid Loss	(4) Paid to Inc. Factor	(5) Incurred Losses (3)*(4)	(6) LAE %
2021	2,931,127	133,208	67,010,345	1.021	68,417,562	0.110
2022	3,036,507	141,310	82,809,437	1.033	85,542,148	0.110
2023	3,101,443	148,173	90,888,572	1.015	92,251,901	0.110
tot	9,069,078	422,691	240,708,354		246,211,611	

Year	(7) Loss Adj. Expenses (5)*(6)	(8) Loss Trend Factor (A)	(9) LAE Trend Factor (A)	(10) Projected Incurred Losses (5)*(8)	(11) Projected LAE (7)*(9)
2021	7,525,932	1.020	1.220	69,785,913	9,181,637
2022	9,409,636	1.010	1.173	86,397,569	11,037,503
2023	10,147,709	1.000	1.128	92,251,901	11,446,616
tot	27,083,277			248,435,383	31,665,756

Year	(12) Projected Loss & LAE (10)+(11)	(13) Projected Loss & LAE per expo (12)/(1)	(14) Expected Loss and LAE Ratio	(15) Indicated Rate (13)/(14)
2021	78,967,550	26.94	0.580	46.45
2022	97,435,072	32.09	0.580	55.33
2023	103,698,517	33.44	0.580	57.66
tot	280,101,139	30.89	avg.	$53.26

Daily/Monthly Limit	(16) Limit Distribution	(17) Current Rate $	(18) % Change (15) / (18)-1.000	(19) Indicated Rate $ (18) x ((19)+1.000)	(20)
$15/$450	0.0067	13		22.28	
$30/$900	0.7212	26		44.56	
$50/$1500	0.2483	42		71.99	
$75/$2250	0.0036	61		104.55	
$100/$3000	0.0201	79		135.41	
		avg.	$31.08	71.4%	

(A) Expense Trend annual trend factor = 4.0%

	Collision Claim Frequency Trend Factor	Years of projection Losses and LAE
2021	0.4%	5.06
2022	0.2%	4.06
2023	0.0%	3.06

NORTH CAROLINA

REVIEW OF TOWING AND LABOR COSTS COVERAGE RATES

SUMMARY OF PRESENT AND INDICATED RATES

Limit Per Disablement	Present Rate ($)	Indicated Rate ($)(a)	Selected rate ($)
$25	3	3.03	3
$50	6	6.06	6
$100	9	9.09	9
Unlimited	20	20.20	20

(a) See page TL-2

NORTH CAROLINA
REVIEW OF TOWING AND LABOR COSTS COVERAGE RATES

All Limits Combined

Year	(1) Earned Car Years	(2) Paid Claims	(3) Paid Loss	(4) Paid to Inc. Factor	(5) Incurred Losses (3)*(4)	(6) LAE %
2021	3,196,082	202,409	16,740,429	1.021	17,091,978	0.110
2022	3,296,854	208,896	18,938,987	1.033	19,563,974	0.110
2023	3,369,952	196,551	19,001,347	1.015	19,286,367	0.110
tot	9,862,888	607,856	54,680,763		55,942,319	

Year	(7) Loss Adj. Expenses (5)*(6)	(8) Loss Trend Factor (A)	(9) LAE Trend Factor (A)	(10) Projected Incurred Losses (5)*(8)	(11) Projected LAE (7)*(9)
2021	1,880,118	1.128	1.220	19,279,751	2,293,744
2022	2,152,037	1.092	1.173	21,363,860	2,524,339
2023	2,121,500	1.062	1.128	20,482,122	2,393,052
tot	6,153,655			61,125,733	7,211,135

Year	(12) Projected Loss & LAE (10)+(11)	(13) Projected Loss & LAE per expo (12)/(1)	(14) Expected Loss and LAE Ratio	(15) Indicated Rate (13)/(14)
2021	21,573,495	6.75	0.580	11.64
2022	23,888,199	7.25	0.580	12.50
2023	22,875,174	6.79	0.580	11.71
tot	68,336,868	6.93	avg.	$11.95

(16) T&L Cost Limit Per Disablement	(17) Limit Distribution	(18) Current Rate $	(19) % Change (15) / (18)-1.000	(20) Indicated Rate $ (18) x ((19)+1.000)
$25	0.629%	3		3.03
$50	13.019%	6		6.06
$100	56.728%	9		9.09
Unlimited	29.624%	20		20.20
	avg.	$11.83	1.0%	

(A) Expense Trend annual trend factor = 4.0%

	Collision Claim Frequency Trend Factor	Estimated Claim Cost Trend Factor	Pure Premium Trend Factor	Years of projection Losses and LAE
2021	0.4%	2.0%	2.4%	5.06
2022	0.2%	2.0%	2.2%	4.06
2023	0.0%	2.0%	2.0%	3.06

4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Autos owned by an individual or owned jointly by two or more individuals are classified as follows:

Refer to Section **C.** below for definitions of terms used in this rule.

Code	Class	Definitions
114	**1A**	There is no BUSINESS USE or TNC ACTIVITY of the auto and the auto is not DRIVEN TO OR FROM WORK OR SCHOOL.
116	**1B**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of less than 10 road miles one way.
117	**1C**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of 10 or more road miles one way.
118	**3**	The auto is used for BUSINESS USE and is not used in TNC ACTIVITY.
119	**1AF**	The auto is a FARM AUTO.
115	**TNC**	The auto is used in TRANSPORTATION NETWORK COMPANY ACTIVITY.

B. Private passenger autos owned by corporations, co-partnerships, or unincorporated associations shall be rated as Class **3.**

Exceptions

1. For corporations, co-partnerships or unincorporated associations owning less than five motor vehicles:

An owned private passenger auto principally furnished to a specified individual shall be classified and rated as if owned by that individual, in accordance with Rule **4.A.,** provided the auto is not used for business purposes and is not used in TNC ACTIVITY.

2. For Farm family co-partnerships or Farm family corporations:

An owned private passenger auto principally garaged on a farm or ranch shall be rated as Class 1AF provided the vehicle is:

a. Not used in any occupation other than farming or ranching, or

b. Not customarily used in going to or from work other than farming or ranching.

3. Notwithstanding 1. and 2. above, any such auto used in TNC ACTIVITY shall be classified as TNC.

C. Definitions

1. BUSINESS USE means that the use of the auto is required by or customarily involved in the duties of the applicant or any other person customarily operating the auto, in an occupation, profession or business, other than going to or from the principal place of occupation, profession or business, and that the auto is not used in TNC ACTIVITY.

2. FARM AUTO means the auto is principally garaged on a farm or ranch, and

a. It is not customarily used in going to or from work other than farming or ranching, or driving to or from school,

b. It is not customarily used in any occupation other than farming or ranching, and

c. that the auto is not used in TNC ACTIVITY.

3. DRIVEN TO OR FROM WORK OR SCHOOL means the auto is not used in TNC ACTIVITY and is customarily used in the course of driving to or from work or school and shall include:

   a. The use of the auto in a car pool or other share the ride arrangement.

   b. Driving part way to or from work or school whether or not the auto is parked at a depot during the day.

   Note

   If an auto is driven to or from work or school on less than a daily basis, the classification used in rating the auto shall be subject to the following:

   (1) If otherwise in Class 1B, the auto shall be classified as 1A if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   (2) If otherwise in Class 1C the auto shall be classified as 1B if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

   Refer to company for certification form.

4. TRANSPORTATION NETWORK COMPANY (TNC) ACTIVITY means that:

   a. The auto is used as a public or livery conveyance, including but not limited to any period of time while it is being used by any person who is logged into a transportation network platform as a driver, whether or not a passenger is occupying the vehicle; and

   b. Coverage is afforded, under Endorsement **PP 55 45** or any similar endorsement, for any portion of the time that an insured is logged into a transportation network platform as a driver.

5. RESIDENT means anyone residing in the same household as the applicant and shall include an individual absent from the household while attending school. An individual in active military service with the armed forces of the United States of America shall **not** be included as resident in the same household unless such individual customarily operates the auto.

D. Single and Multi-Car Risks

The applicable Multi-Car Rating Factor shall apply if two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household are insured in the same policy.

Exceptions

1. If a company's policy processing systems do not permit insuring all vehicles in the same policy, the applicable Multi-Car Rating Factor shall apply if the company insures two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household.

   This exception applies only to companies that do not issue multi-car policies or whose policy processing systems limitations necessitate insuring one car (in a multi-car situation) on a separate policy. This exception does not permit a company to apply the Multi-Car Rating Factor on a single car policy where, for underwriting or other reasons, the company voluntarily elects to insure one vehicle on a single car policy when that vehicle could be insured on a multi-car policy.

2. The Multi-Car Rating Factor shall not apply to antique autos as defined in the Miscellaneous Types rule.

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. Inexperienced Operator

~~**LIABILITY, MEDICAL PAYMENTS AND COLLISION**~~

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. However, for insureds receiving a drivers license for the first time on or after July 1, 2025, the appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than eight years' driving experience as a licensed driver. ~~Such~~The appropriate Inexperienced Operator ~~s~~Surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

   Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.

   a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files ~~for at least three years from the inception of the policy~~ the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The appropriate Inexperienced Operator ~~s~~Surcharge shall not be applied for more than three years for drivers licensed for the first time prior to July 1, 2025; however, for drivers licensed for the first time on or after July 1, 2025, such surcharge shall not be applied for more than eight years~~regardless of policy term or effective date~~.

INEXPERIENCED OPERATOR SCENARIOS		
Date First Licensed	Surcharge Trigger	Period of Inexperienced Operator Surcharge
Prior to July 1, 2025	Inexperienced Operator	Three years beginning on the date first licensed
July 1, 2025, and after	Inexperienced Operator	Eight years beginning on the date first licensed

Table 4.F.1.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

G. Airbag Discount

The following discounts apply to Medical Payments Coverage Only. To qualify, the private passenger auto must be equipped with a factory installed airbag(s) which conforms to the federal crash protection requirements, and meets the criteria of either Paragraph **1.** or **2.** below:

1. 20% discount shall be afforded when the airbag is installed in the driver-side-only position.

2. 30% discount shall be afforded when the airbags are installed in both front outboard seat positions.

H. Out Of State Vehicle

A 310% surcharge shall be applied to Liability and Medical Payments Coverages for any "out of state vehicle(s)". For the purpose of this rule, any vehicle which is garaged outside of North Carolina for at least six months in a given year shall be considered an "out of state vehicle". A vehicle shall not be considered an "out of state vehicle" if the principal operator of the vehicle is:

1. A student and resides at an educational institution outside of North Carolina; or

2. An individual in active military service with the armed forces of the United States of America.

I. Optional Rating Characteristics

Companies may use the following optional rating characteristics or any combination of such optional rating characteristics and Bureau filed classifications to determine rates by coverage, as long as applicable legal requirements are satisfied. The resulting premium by coverage shall not exceed the premium that would have been determined using the rates, rating plans, classifications, schedules, rules and standards promulgated by the Bureau, except as provided by statute. The rating factor by coverage for any combination of the following optional risk characteristics cannot exceed 1.00, unless the resulting premium by coverage does not exceed the Bureau premium by coverage.

1. Policy characteristics not otherwise recognized in this manual. Examples include: account or multi-policy credit; tiers; continuity of coverage; coverages purchased; intra-agency transfers; number of drivers; number of vehicles; payment history; payment options; prior insurance; and new and renewal status.

2. Driver characteristics not otherwise recognized in this manual. Examples include: years of driving experience; convictions, accidents, claims or incidents; accident-free experience; accident forgiveness; annual mileage; cell phone type and usage; credit information; defensive driving course; good student; home ownership; marital status; and military status.
3. Vehicle characteristics not otherwise recognized in this manual. Examples include: airbags; customization; electronic monitoring or safety devices; engine characteristics; safety features or engineering; theft deterrence/recovery devices; place and type of garaging; type of fuel used; vehicle age, make, model and model year; and vehicle use.
4. Affinity group or other group not otherwise recognized in this manual.
5. Any other rating characteristic or combination of characteristics if filed by a company and approved by the Commissioner.

J. Optional Enhanced Endorsements

Optional Enhanced Endorsements authorized in N.C.G.S. 58-36-43 shall not be reported as part of the statistical data that is used in rate making by the North Carolina Rate Bureau. For the reporting of statistical data for Optional Enhanced Endorsements, please consult your statistical agent.

5. SAFE DRIVER INSURANCE PLAN (SDIP)

The provisions of this Rule apply separately to premiums for Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Eligibility

The Plan shall be applied in rating all eligible autos.

An auto is eligible for rating under this Plan if it is owned:

1. By an individual,

2. Jointly by two or more individuals resident in the same household,

3. By cohabitational partners in accordance with Rule **2.A.,** or

4. By a grantor/settlor of a trust and/or a trust in accordance with Rule **2.G.;**

provided such auto is:

1. A four wheel auto of the private passenger or station wagon type, or

2. A motor vehicle that is a pickup truck or van, if it:

a. Has a Gross Vehicle Weight as specified by the manufacturer of less than 14,000 lbs.; and

b. Is not used for the delivery or transportation of goods or materials unless such use is:

(1) Incidental to the insured's business of installing, maintaining or repairing furnishings or equipment; or

(2) For farming or ranching, or

3. A motorcycle, motorized scooter, auto glide or other similar motorized vehicle of the private passenger type.

Exception

The SDIP applies to policies written for a term in excess of 12 months. Such policy must provide for an annual adjustment of premium.

B. Definitions

1. Driving Record Points

a. Convictions

Records of convictions for moving traffic violations to be considered under this Plan shall be obtained at least annually from the Division of Motor Vehicles (or other governmental entity responsible for maintaining such records) for the applicant and any currently resident operator. For a policy of new business, records of such convictions shall be obtained prior to the sale of the policy.

Exception:

If the records required by this rule for a policy of new business are not available at the time of sale of the policy, or if the applicant for the policy has provided incorrect or incomplete data necessary to access such records, the insurer shall obtain such records and perform an underwriting review within a reasonable period following the binding of coverage.

Points shall be assigned for convictions during the experience period for moving traffic violations of the applicant or any currently resident operator, based on date of conviction, as follows:

(1) Twelve points shall be assigned for a conviction for:

(a) Manslaughter (or negligent homicide) resulting from the operation of a motor vehicle;

(b) Prearranged highway racing or knowingly lending a motor vehicle to be used in a prearranged highway race; or

(c) Failing to stop and render aid when involved in an accident resulting in bodily injury or death (hit-and-run driving);

(d) Impaired driving, including driving a vehicle while under the influence of an impairing substance; driving a vehicle with an alcohol concentration of 0.08 or more; and driving a commercial vehicle with an alcohol concentration of 0.04 or more; and

Note

There shall be no premium surcharge or assessment of points against an insured where **(i)** the insured's driver's license has been revoked under G.S.20-16.5; and **(ii)** the insured is subsequently acquitted of the offense involving impaired driving, as defined in G.S.20-4.01(24a), that is related to the revocation, or the charge for that offense is dismissed.

(e) Transportation for the purpose of sale of illegal intoxicating liquors by motor vehicle.

(2) Ten points shall be assigned for a conviction for:

(a) Highway racing or knowingly lending a motor vehicle to be used in a highway race; or

(b) Speeding to elude arrest.

(3) Eight points shall be assigned for a conviction for:

(a) operating during a period of revocation or suspension of license or registration.

(b) aggressive driving.

(4) Four points shall be assigned for a conviction for:

(a) Failing to stop and report when involved in a motor vehicle accident resulting in property damage only (hit-and-run-driving);

(b) Driving a motor vehicle in a reckless manner;

(c) Passing a stopped school bus;

(d) Speeding in excess of 75 miles per hour when the posted speed limit is less than 70 miles per hour;

(e) Speeding in excess of 80 miles per hour when the posted speed limit is 70 miles per hour or greater; or

(f) Driving by a person less than 21 years old after consuming alcohol or drugs.

(5) Two points shall be assigned for a conviction for:

(a) Illegal passing;

(b) Speeding more than 10 miles per hour over the posted speed limit, provided the total speed was in excess of 55 miles per hour but less than 76 miles per hour;

(c) Speeding 10 miles per hour, or less, in excess of the posted speed limit in a speed zone of 55 miles per hour or greater;

Waiver

For convictions that occur prior to July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, these points shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

(d) Following too closely; or

(e) Driving on wrong side of road.

(6) One point shall be assigned for a violation resulting in a conviction for speeding 10 miles per hour, or less, in excess of the posted speed limit of less than 55 miles per hour.

Waiver

For convictions that occur prior to July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the ~~experience period.~~ **THREE** years immediately preceding the date of application or the preparation of the renewal.

For convictions that occur on or after July 1, 2025

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the **FIVE** years immediately preceding the date of application or the preparation of the renewal; EXCEPT that, where such other conviction occurred before July 1, 2025, this point shall NOT apply unless the same driver has also been convicted of at least one other moving traffic violation during the THREE years immediately preceding the date of application or the preparation of the renewal.

Exceptions

This **WAIVER** does **NOT** apply to convictions of speeding in a school zone in excess of posted school zone speed.

(7) With respect to any other conviction for a moving traffic violation, one point shall be assigned for each such conviction.

Exception

Convictions for the following shall not be regarded as moving traffic violations:

(a) Inadequate muffler or excess escape of exhaust products;

(b) Improper lights or other equipment except brakes;

(c) Failure to sign or display registration card;

(d) Failure to display license plates;

(e) Failure to have in possession driver's license provided there is a valid one in existence; or

(f) Failure to display current inspection certificate.

b. Accidents

Points shall be assigned for each accident that occurred during the experience period, involving the applicant or any current resident operator, while operating a private passenger auto.

If an accident results both in bodily injury or death and in damage to property, points shall be assigned on the basis of the element of loss (bodily injury, death, or property damage) which generates the greatest number of points for the accident.

ACCIDENTS RESULTING IN BODILY INJURY OR DEATH

(1) One point shall be assigned for each at-fault auto accident that results in total bodily injuries to all persons of $1,800 or less.

(2) Three points shall be assigned for each at-fault auto accident that results in:

(i) Death or

(ii) Total bodily injury to all persons in excess of $1,800.

Exception

If the insured furnishes adequate proof that incurred medical costs related to the accident were solely for diagnostic purposes and that the accident did not result in any bodily injury, no SDIP points for bodily injury will be assigned, or points for bodily injury assigned as a result of the accident will be removed as of the most recent policy effective date.

ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY

(1) Three points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $3,850 or more.

(2) Two points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, in excess of $2,300 but less than $3,850.

(3) One point shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $2,300 or less.

Exception

No points are assigned for accidents occurring under the following circumstances:

(a) Auto lawfully parked (if the parked vehicle rolls from the parked position then any such accident is charged to the person who parked the auto); or

(b) The applicant, owner or other resident operator reimbursed by, or on behalf of, a person who is responsible for the accident or has judgment against such person; or

(c) Auto is struck in the rear by another vehicle and the applicant or other resident operator has not been convicted of a moving traffic violation in connection with this accident; or

(d) Auto operated by the applicant or any resident operator is struck by a "hit-and-run" vehicle, if the accident is reported to the proper authority within 24 hours by the applicant or resident operator; or

(e) Accidents involving damage by contact with animals or fowl; or

(f) Accidents involving Physical Damage, limited to and caused by flying gravel, missiles, or falling objects.

(g) Accidents occurring as a result of the operation of a firefighting, rescue squad, or law enforcement vehicle in response to an emergency if the operator of the vehicle at the time of the accident was a paid or volunteer member of any fire department, rescue squad, or any law enforcement agency. This exception does not include an accident occurring after the vehicle ceases to be used in response to the emergency and the emergency ceases to exist.

Notes

(1) For the purpose of this Plan, a "conviction" shall mean a plea of guilty, a plea of no contest, ~~or of nolo contendere~~ or the determination of guilt by a jury or by a court, even if no sentence has been imposed, or if imposed, has been suspended, ~~though no sentence has been imposed (prayer for judgment continued) or, if imposed, has been suspended (unless it is the first prayer for judgment continued for all licensed operators in the household);~~ and it includes a forfeiture of bail or collateral deposited to secure appearance in court of the defendant, unless the forfeiture has been vacated. A "prayer for judgment continued" shall mean a determination of guilt by a jury or a court though no sentence has been imposed. With respect to a prayer for judgment continued for any moving traffic violation, there shall be no premium surcharge nor any assessment of points unless the vehicle owner, principal operator, or any licensed operator in the owner's household has a driving record consisting of a prayer or prayers for judgment continued for any moving traffic violation or violations during the five years immediately preceding the date of application or the preparation of the renewal.

(2) For the purpose of this Plan, a "moving traffic violation" shall include an infraction as described in **G.S. 14-3.1.**

(3) The phrase "at-fault" means "negligent". No points shall be assigned for accidents when the operator of an insured vehicle is free of negligence.

(4) References to other operators residing in the applicant's household shall also include a principal operator who is not a resident in the applicant's household.

(5) In the event the applicant or any current resident operator has an at-fault accident and is convicted of a moving traffic violation in connection with the accident, only the higher surcharge points between the accident and the violation shall be assigned.

(6) The One Point accident surcharge in Section **B.1.b.(3)** of this rule does not apply if both of the following conditions are met:

(a) The operator was not convicted of a moving traffic violation in connection with the accident; and

(b) The vehicle owner, principal operator, and all licensed operators in the owner's household have had no convictions for moving traffic violations and no other at-fault accidents during the three-year period immediately preceding the date of the application or the date of preparation of the renewal.

(7) With respect to at-fault accidents occurring on or after October 1, 2012, the phrase "total damage to all property" shall be determined based on the following:

(a) For damage to property not owned by the insured, amounts paid or payable to third parties for damage to property, rental reimbursement, loss of use, towing and labor and storage shall be included in the calculation of the accident threshold.

(b) For damage to property owned by the insured, amounts paid or payable for damage to owned property, towing and labor and storage shall be included in the calculation of the accident threshold. Amounts paid for rental reimbursement and loss of use shall not be included in the calculation of the accident threshold.

(8) For a conviction or at-fault accident that occurs while the operator holds only a learner's permit or limited learner's permit, points shall not be assigned until the operator becomes a licensed driver (including limited provisional license or full provisional license) and shall then be assigned for the remainder of the ~~experience~~ surcharge period.

2. Experience Period and Surcharge Period

a. Accidents

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

SDIP SCENARIOS - ACCIDENTS			
Date of Accident	**Surcharge Trigger**	**Experience Period**	**Surcharge Period**
All dates	At-Fault Accident	Three years immediately preceding date of application or renewal	Not less nor more than three policy years

Table 5.B.2.a.

b. Convictions

(1) Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, the experience period shall be the five years immediately preceding the date of application or the preparation of the renewal, except that the experience period shall not include any period prior to July 1, 2025.

(2) Surcharge Period

SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

However, for convictions on or after July 1, 2025, for which four or more points under the Safe Driver Insurance Plan (SDIP) are assigned, other than convictions for speeding in excess of the posted speed limit, SDIP points shall be applied to a policy for a period of not less nor more than five policy years.

Note:

In no event shall:

(a) The five-year surcharge period apply to a conviction that occurred prior to July 1, 2025; or

(b) A conviction that occurred prior to July 1, 2025 and satisfied the three-year surcharge period be subject to an additional SDIP surcharge.

SDIP SCENARIOS - CONVICTIONS			
Date of Conviction	**Surcharge Trigger**	**Experience Period**	**Surcharge Period**
Prior to July 1, 2025	Convictions of a Surchargeable Offense	Three years immediately preceding date of application or renewal	Not less nor more than three policy years
July 1, 2025 and after	Convictions – Three or fewer SDIP points	Three years immediately preceding date of application or renewal	Not less nor more than three policy years
July 1, 2025 and after	Convictions - Speeding	Three years immediately preceding date of application or renewal	Not less nor more than three policy years
July 1, 2025 and after	Convictions – Four or more SDIP points other than speeding	Five years immediately preceding date of application or renewal, but not prior to July 1, 2025	Not less nor more than five policy years

Table 5.B.2.b.

C. Driving Record Sub-Classification

The driving record sub-classification shall be determined from the number of Driving Record Points accumulated during the experience period as follows:

Number of Driving Record Points	Driving Record Sub-Classification
0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12 Or More	12

Not Eligible For Plan	NE

D. Driving Record Surcharge Premium

1. Single Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Multiply the base premium for each coverage applicable to the auto by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

c. The Driving Record Surcharge Premium for each coverage of the auto equals the SDIP Surcharge for that coverage.

d. Add the applicable Driving Record Surcharge Premium for each coverage to the otherwise applicable premium for each coverage of the auto.

2. Multi-Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Select the auto with the highest Total Base Premium for all coverages combined.

TOTAL BASE PREMIUM is the sum of the base premiums for Bodily Injury and Property Damage Liability, Medical Payments, Comprehensive (or Fire, Theft and Combined Additional Coverage) and Collision coverages that apply to the auto.

c. For each coverage applicable to the auto with the highest Total Base Premium for all coverages combined.

Multiply the base premium for each coverage by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

d. The Driving Record Surcharge Premium is determined separately by coverage for each auto that is insured for that coverage and eligible for SDIP rating.

(1) Determine the number of eligible autos insured for each coverage.

(2) The Driving Record Surcharge Premium for each coverage of each auto equals the SDIP Surcharge for that coverage divided by the number of eligible autos insured for that coverage.

(3) If the above calculation results in a fractional dollar amount for each auto then:

determine the remainder dollar amount and add it to the Driving Record Surcharge Premium for one of the insured autos and disregard the fractional dollar amounts.

Note

The Whole Dollar Premium Rule does not apply in this instance.

(4) If an auto is insured for a coverage not applicable to the auto with the highest Total Base Premium for all coverages combined, then no surcharge applies to that coverage.

e. Add the applicable Driving Record Surcharge Premium for each coverage of each auto to the otherwise applicable premium for each coverage of each auto.

3. Statistical Coding

a. Single Car Risks – Assign the Driving Record Sub-Classification Statistical Code, reflecting the number of points, to the auto.

b. Multi-Car Risks – Assign the Driving Record Sub-Classification Statistical Code reflecting:

(1) The number of driving record points, to the auto with the highest Total Base Premium.

(2) Zero driving record points, to each other auto insured on the policy.

E. Cancellations and Changes

1. Policies for Terms Not Exceeding One Year

No policy shall be endorsed in term to effect a change of Driving Record Sub-Classification except to recognize the addition or deletion of an operator.

2. Policies for Terms Exceeding One Year

No policy shall be endorsed to effect a change of Driving Record Sub-Classification until the next annual anniversary of the inception of the policy except to recognize the addition or deletion of an operator.

PRIMARY CLASSIFICATION RATING FACTORS*

Use						
	Pleasure Use	Drive to or from Work		Business Use	TNC Activity**	Farm Use
Coverage	(1A)	Less than 10 Miles (1B)	10 or More Miles (1C)	(3)	TNC	(1AF)
B.I., P.D., Med. Pay	1.00	1.05	1.05	1.05	1.20	.75
Collision	1.00	1.15	1.15	1.15	(a)	.75
Comprehensive Fire, Theft, C.A.C.	1.00	1.25	1.25	1.25	(a)	.75

SINGLE OR MULTI-CAR RISKS AND INEXPERIENCED OPERATOR*
Add the following rating factors to the Use Rating Factor:

No Inexperienced Operator			
Single or Multi-Car Risks	BI, PD, and Med. Pay.	Collision	Comprehensive, Fire, Theft, and CAC
Single Car	**Factor** 0.00	**Factor** 0.00	**Factor** 0.00
Multi-Car	**Factor** -0.35	**Factor** -0.35	**Factor** -0.10

Inexperienced Operator				
Single or Multi-Car Risks		BI, PD, and Med. Pay.	Collision	Comprehensive, Fire, Theft, and CAC
Single Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.60	**Factor** +2.30	**Factor** +0.20
	Less than Two Years	**Factor** +1.60	**Factor** +1.50	**Factor** +0.20
	Less than Three Years	**Factor** +1.25	**Factor** +1.35	**Factor** +0.20
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.75	**Factor** +1.40	**Factor** +0.10
	Less than Two Years	**Factor** +0.85	**Factor** +0.80	**Factor** 0.00
	Less than Three Years	**Factor** +0.65	**Factor** +0.60	**Factor** 0.00
Multi-Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.25	**Factor** +1.95	**Factor** +0.10
	Less than Two Years	**Factor** +1.25	**Factor** +1.15	**Factor** +0.10
	Less than Three Years	**Factor** +0.90	**Factor** +1.00	**Factor** +0.10
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.40	**Factor** +1.05	**Factor** 0.00
	Less than Two Years	**Factor** +0.50	**Factor** +0.45	**Factor** -0.10
	Less than Three Years	**Factor** +0.30	**Factor** +0.25	**Factor** -0.10

* For Statistical Coding Requirements – Refer to page NC-E-Coding.

** Applies only to those vehicles on policies ceded to the North Carolina Reinsurance Facility affording coverage for TNC activity under Endorsement **PP 55 45.**

(a) For rating a policy that affords this coverage, please refer to the individual company writing the coverage.

SAFE DRIVER INSURANCE PLAN FACTORS AND CODES
Use the following rating factors to determine the Driving Record Surcharge Premium as explained in the Safe Driver Insurance Plan Rule.
Use the statistical code indicated for the Driving Record Sub-Classification.

Number of Driving	Driving Record	Statistical	SDIP Rating

Record Points	Sub-Classification	Code	Factor
0	0	00	0.00
1	1	01	0.40
2	2	02	0.55
3	3	03	0.70
4	4	04	0.90
5	5	05	1.10
6	6	06	1.40
7	7	07	1.70
8	8	08	2.00
9	9	09	2.30
10	10	10	2.60
11	11	11	3.00
12 or more	12	12	3.40
Vehicles Not Eligible For SDIP – Add the following rating factor to the otherwise applicable Combined Rating Factor. Use the statistical code shown below.			
Not Eligible	NE	95	+0.10

MINUTES OF THE MEETING OF THE NORTH CAROLINA
RATE BUREAU GOVERNING COMMITTEE HELD JANUARY 21, 2025

MEMBERS PRESENT	REPRESENTED BY
Accident Fund Insurance Company	Montell Taylor
Allstate Insurance Company	*Rick Pierce
American Home Assurance Company	Aryeh Haselkorn
Erie Insurance Exchange	Teresa Young
The Hartford Fire Insurance Company	John Roesler
Liberty Mutual Insurance Company	Mark Sweder #
Nationwide Mutual Insurance Company	Alex Garate
NC Farm Bureau Mutual Insurance Company	Matt Beamon
State Farm Mutual Automobile Insurance Company	Jeff Clinch
The Members Insurance Company	Jason Ivers
The Travelers Indemnity Company	Shannon O'Connor
United Services Automobile Association	Jerry Achatz
PUBLIC MEMBERS	Dascheil Propes

OTHERS PRESENT	REPRESENTED BY
Progressive Casualty Insurance Company	Michelle Burkett
Young Moore and Henderson, P.A.	Brian Beverly
	Mickey Spivey #
	Lisa Leeaphorn
Staff	*Joanna Biliouris
	*Jarred Chappell
	*Andy Montano
	Edith Davis
	Terry Collins
	Tom Burns
	*Mark Ford
	Hayley Embley
	*Karen Ott
	Stephanie Gunn
	*Rebecca Williams

DRAFT

* Attended in person at the Rate Bureau offices
# Attended a portion of the meeting

The meeting commenced at approximately 9:00 A.M., Mr. Achatz of United Services Automobile Association presiding. Attention was directed to the Rate Bureau's Antitrust Compliance Policy and Board Resolution, Conflict of Interest Statement, and Code of Ethics and Standards of Conduct Statements which were previously distributed.

1. Report of Staff
   Ms. Biliouris provided an update on the organization's activities and related issues, including 1) continued focus on succession planning, technology projects, and shared services; 2) the 2024 Homeowners rate filing was finalized; 3) the 2025 legislative long session has begun, and the Bureau has received questions on how to modernize the rate filing process and possible ways to increase the Safe Driver Insurance Plan

thresholds: and 4) Deputy Commissioner Fred Fuller is retiring in February, 2025 and a replacement has not been named.

Mr. Chappell provided an update on the Rate Bureau's activities, reporting that 1) a two-year settlement on the 2024 Homeowners Rate Filing was negotiated and approved with an overall statewide average rate level increase of 7.5% effective June 1, 2025 (Year 1) and an overall statewide average rate level increase of 7.5% effective June 1, 2026 (Year 2); 2) a settlement proposal was received from the Commissioner of Insurance ("Commissioner") regarding the Mobile Home rate filings submitted on April 8, 2024 and will be discussed at the Mobile Home Subcommittee meeting scheduled for January 23, 2025; 3) the Homeowners HO 2022 Program forms and rules filing will be refiled with the Commissioner after being withdrawn following consultation with, and due to time constraints of, the Department of Insurance ("DOI"); 4) the upcoming auto rate review will be discussed at today's meeting; and 5) a meeting was held with a legislator regarding his concerns on the filing process for all lines of insurance, including the frequency and duration of rate filings.

2. Report of Counsel

Mr. Beverly reported on a new court decision from the North Carolina Supreme Court involving a restaurant group seeking coverage under a commercial "all risks" insurance policy for losses resulting when a government mandate closed businesses due to the COVID-19 pandemic. He reported that the Supreme Court ruled that the policy provided coverage, making North Carolina one of only two states where courts have ruled that the policy provided coverage under those circumstances.

3. 2025 Private Passenger Auto Rate Review

Mr. Montano provided an overview of recent work by the Auto Committee.

DRAFT

Ms. Williams reviewed the indications resulting from the auto rate review, stating that the data used in the review was through 2023. She then compared the selected expenses and trends from the 2023 filing with those in the current review. She also noted that, in 2023, there was a two-year settlement with the first rate change effective December 1, 2023 and the second rate change effective December 1, 2024. Ms. Williams reviewed a chart for Liability and Physical Damage indications by component.

Ms. Williams reviewed other recommendations from the Auto Committee, including results from reviews of the physical damage deductibles, extended transportation, towing and labor costs, class plan factors (SDIP, multicar, and use) and territories.

Ms. Williams stated that the Auto Committee recommended removing the Physical Damage $25 collision deductible.

Mr. Montano reviewed recommendations from the Auto Committee for filing the Index Stability Factor and filing proposed rule revisions to the Personal Auto Manual as a result of S.L. 2023-133 and S.L. 2024-29.

After discussion, a motion was made, seconded, and passed to file the full indication for the private passenger automobile rate review as presented along with the Index Stability Factor and all proposed changes as outlined, and granting staff and consultants discretion to determine the exact manner in which the filing will be made and to allow for minor changes in the indications as the calculations and filing are finalized.

4. Rate Order Calculation – Private Passenger Auto

Mr. Montano provided a brief history of the rate order calculation, stating that changes were originally made in the Personal Auto Manual effective April 1, 2023. He reported that the Auto Committee

recommends that the rate order calculation be filed as an appendix to the Personal Auto Manual and published with a version number or edition date.

After discussion, a motion was made, seconded, and passed to file the rate order calculation as an appendix to the Personal Auto Manual as presented and consult with the DOI on the filing process.

5. 2025 Meeting Schedule
   Mr. Achatz reviewed the schedule of Governing Committee meetings and noted that the next meeting is scheduled for April 10, 2025.

6. Other Business
   [redacted]

Respectfully Submitted,

Jarred Chappell
Chief Operating Officer
North Carolina Rate Bureau

DRAFT

JC:ko
GC-25-2
2/3/2025

EXHIBIT (14)(c)

With regard to the information requested under Item (14)(c) the Rate Bureau submits the following:

February 1, 2023 Rate Filing

Insurance Services Office:

ISO has billed the Rate Bureau approximately $364,941 for services rendered directly in connection with preparation of the 2023 private passenger automobile insurance rate filing.

Young Moore and Henderson, P.A.

The firm has billed the Rate Bureau approximately $146,230 for services rendered in connection with the 2023 private passenger automobile insurance rate filing.

Milliman Inc.:

The firm has billed the Rate Bureau approximately $62,620 in connection with the 2023 private passenger automobile rate filing.

Dr. George Zanjani:

Dr. Zanjani has billed the Rate Bureau approximately $16,930 in connection with the 2023 private passenger automobile insurance rate filing.

February 3, 2025 Rate Filing

Insurance Services Office:

ISO has billed the Rate Bureau approximately $166,096 for services rendered directly in connection with preparation of the 2025 private passenger automobile insurance rate filing.

Young Moore and Henderson, P.A.

At the time of the preparation of this filing, the firm has billed the Rate Bureau approximately $2,105 for services rendered in connection with the 2025 private passenger automobile insurance rate filing.

Milliman Inc.:

At the time of the preparation of this filing, the firm has not yet billed the Rate Bureau in connection with the 2025 private passenger automobile insurance rate filing.

Dr. George Zanjani:

At the time of the preparation of this filing, Dr. Zanjani has billed the Rate Bureau $11,638 in connection with the 2025 private passenger automobile insurance rate filing.

No changes in methodology from the February 1, 2023 filing have been incorporated into this filing.

The following changes from the February 1, 2023 filing, while not changes in methodology, have been incorporated into this filing:

- Adjusted the indicated base class rates from a 30/60/25 BI/PD limit level to the new 50/100/50 required minimum limit level. Previously, such adjustment was not required, as the minimum limits were the same for both the experience and prospective periods. See page C-1.

- Applied the higher limits changes to the proposed base rates for Bodily Injury and Property Damage liability. Previously, a revision to the increased limits factors for these coverages was proposed. See page C-1.

- For Uninsured Motorists coverage, the total limits experience review indication has been applied uniformly to all limits of UMBI and UMPD coverage. Previously separate rate level indications were determined for basic and higher limits of coverage. See pages E-1-3.

- For Underinsured Motorists, the experience review indication was determined based on the most recently approved UIM rates corresponding to the previous UIM coverage type (limits trigger/limits reduction). The resulting indicated change was then applied uniformly to the approved UIM rates corresponding to the new UIM coverage type (damages trigger/damages reduction). Previously, there were no changes in the UIM coverage provisions. See pages E-9-11.

- This filing contains a review of deductible relativity factors. See Section H.

- This filing contains a periodic review of the classification plan factors in compliance with G.S. 58-36-10. See Section I.

- This filing introduces proposed rating factors for new classifications of inexperienced operator risks. See Section I.

- This filing contains a review of the rates for Extended Transportation Coverage. See Section J.

- This filing contains a periodic review of the territorial definitions in compliance with G.S. 58-36-10. See Section K.

- This filing introduces an Index Stability Factor. See Section L.

- This filing eliminates the $25 Deductible option for Collision coverage.

- This filing includes testimony from a new expert actuary, Paul Ericksen.

See also the prefiled testimony of P. Ericksen and P. Anderson.

INSURANCE SERVICES OFFICE, INC.
NORTH CAROLINA RATE BUREAU

NOTICE TO MANUALHOLDERS

PERSONAL LINES
PERSONAL VEHICLE MANUAL – NORTH CAROLINA RULES
NOTICE PA-NC-2023-RU-003

REFERENCE INFORMATION (FOR COMPANY USE ONLY)

Circular Reference(s):

- A-23-2 (08/03/2023) Revised Automobile And Motorcycle Insurance Rates – North Carolina

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NORTH CAROLINA
PERSONAL AUTO MANUAL
RULE NUMBERS AND SUBJECTS

1. **DEFINITIONS**
2. **PERSONAL AUTO POLICY – ELIGIBILITY**
3. **PREMIUM DETERMINATION**
4. **CLASSIFICATIONS**
5. **SAFE DRIVER INSURANCE PLAN (SDIP)**
6. **MODEL YEAR FOR FIRE, THEFT, COMBINED ADDITIONAL COVERAGE, COMPREHENSIVE AND COLLISION COVERAGES**
7. **MINIMUM PREMIUM RULE**
8. **POLICY PERIOD**
9. **CHANGES**
10. **CANCELLATION**
11. **WHOLE DOLLAR PREMIUM**
12. **RULES FOR DETERMINING PHYSICAL DAMAGE BASE RATES FOR SYMBOLS NOT DISPLAYED ON STATE RATE PAGES**
13. **SUSPENSION**
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16. **NAMED NON-OWNER POLICY**
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18. **INCREASED LIMITS**
19. **MISCELLANEOUS TYPES**
20. **FINANCED AUTOS**
21. **RATING TERRITORIES**
22. **INSTALLMENT PAYMENTS**
23. **EXCESS INDEMNITY POLICY**

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PRIMARY CLASSIFICATION CODES*

No Inexperienced Operators

Vehicle Use	Single Car Risk or Multi-Car Risk With No Discount	Multi-Car Discount
Pleasure	1141	1142
TNC Activity	1151	1152
Work – Less Than 10	1161	1162
Work – 10 or More	1171	1172
Business	1181	1182
Farm	1191	1192

Inexperienced Operators

		Principal Operator		Occasional Operator	
Years of Driving Experience	Vehicle Use	Single Car Risk or Multi-Car Risk With No Discount	Multi-Car Discount	Single Car Risk or Multi-Car Risk With No Discount	Multi-Car Discount
Less Than 1 Year	Pleasure	1241	1242	1341	1342
	TNC Activity	1251	1252	1351	1352
	Work – Less Than 10	1261	1262	1361	1362
	Work – 10 or More	1271	1272	1371	1372
	Business	1281	1282	1381	1382
	Farm	1291	1292	1391	1392
Less Than 2 Year	Pleasure	1441	1442	1541	1542
	TNC Activity	1451	1452	1551	1552
	Work – Less Than 10	1461	1462	1561	1562
	Work – 10 or More	1471	1472	1571	1572
	Business	1481	1482	1581	1582
	Farm	1491	1492	1591	1592
Less Than 3 Years	Pleasure	1641	1642	1741	1742
	TNC Activity	1651	1652	1751	1752
	Work – Less Than 10	1661	1662	1761	1762
	Work – 10 or More	1671	1672	1771	1772
	Business	1681	1682	1781	1782
	Farm	1691	1692	1791	1792

* Each code must have as the fifth and sixth digits the applicable Safe Driver Insurance Plan code. For complete coding requirements, refer to the Statistical Plan.

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1. DEFINITIONS

A. 1. A private passenger auto is a four wheel motor vehicle, other than a truck type or van, owned or leased under contract for a continuous period of at least six months, and:

a. Not used as a public or livery conveyance for passengers;

b. Not rented to others.

2. A motor vehicle that is a pickup truck or van shall be considered a private passenger auto, if it:

a. Is owned by an individual or by spouses or individuals who are residents of the same household,

b. Has a Gross Vehicle Weight as specified by the manufacturer of less than 14,000 lbs.; and

c. Is not used for the delivery or transportation of goods or materials unless such use is:

(1) Incidental to the insured's business of installing, maintaining or repairing furnishings or equipment; or

(2) For farming or ranching.

A pickup truck or van used in the business of the United States Government, by an employee of the Government, shall be considered a private passenger auto only if:

a. It meets the conditions in **a., b.** and **c.** above; and

b. Coverage is limited in accordance with the federal employees using autos in government business endorsement.

3. A motor vehicle owned by a family farm co-partnership or family farm corporation shall be considered a private passenger auto owned by an individual, if:

a. It is principally garaged on a farm or ranch, and

b. It otherwise meets the definitions in Paragraphs **1.** and **2.** above.

B. AUTO as used in this manual refers to a private passenger auto or a vehicle considered as a private passenger auto.

C. LIABILITY as used in this manual refers only to Bodily Injury and Property Damage Coverages.

D. COMPREHENSIVE COVERAGE as used in this manual refers to other than collision damage to a motor vehicle.

E. OWNED as used in this manual includes an auto leased under contract for a continuous period of at least six months. If an auto lease contract requires the lessee to provide primary insurance for the lessor, attach the applicable endorsement.

F. REFER TO COMPANY means that North Carolina Risks shall be referred by the company to the North Carolina Rate Bureau.

2. PERSONAL AUTO POLICY – ELIGIBILITY

A. A Personal Auto Policy shall be used to afford coverage to private passenger autos and motor vehicles considered as private passenger autos in Rule **1.,** if:

1. They are written on a specified auto basis, and

2. They are owned by an individual or by:

a. Spouses who are residents in the same household; or

b. Cohabitational partners who are residents in the same household, and share the necessities of life and are financially interdependent, such as domestic partnerships or civil unions.

B. A Personal Auto Policy shall be used to afford coverage to private passenger autos that are owned jointly by two or more individuals other than spouses, if:

1. They are written on a specified auto basis, and

2. Coverage is limited in accordance with the Joint Ownership Endorsement.

C. A Personal Auto Policy shall be used to afford coverage to motorcycles, golfcarts or other similar type vehicles and snowmobiles not used for commercial purposes, if:

1. They are written on a specified vehicle basis; and

2. Coverage is limited in accordance with the Miscellaneous Type Vehicle Endorsement **NC 03 23** or Snowmobile Endorsement **NC 03 20.**

D. A Personal Auto Policy shall be used to afford coverage to a named individual who does not own an auto. The applicable endorsement must be attached.

E. A Personal Auto Policy may be used to afford coverage to private passenger autos not owned by a natural person and not rated as part of a fleet if:

1. they are written on a specified auto basis, and

2. coverage is limited in accordance with the Business Named Insured Endorsement.

The Business Named Insured Endorsement allows a person to be named as a "designee" to provide that person and resident family members Liability Coverage and Coverage for Damage To our Auto for the use of non-owned autos. Only persons who meet all of the requirements below should be listed as a "designee." These are persons who:

1. are principals of the named insured's business;
2. have custody or control of a vehicle shown in the Declarations;
3. are not named insureds on another Personal Auto Policy; and
4. are not family members of either another "designee" or another person who is a named insured on another Personal Auto Policy since non-owned coverage is already provided.

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2. PERSONAL AUTO POLICY – ELIGIBILITY (Cont'd)

F. A Personal Auto Policy may be used to afford coverage to five or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household if the autos are not used for business use, other than farming or ranching.

Exceptions

Exposures in **A., B.** or **C.** above may be written under a commercial auto policy when combined with a commercial risk.

Exposures in **E.** or **F.** above may be written under a commercial auto policy.

Note

Non-fleet private passenger motor vehicles must be rated out of the Personal Auto Manual and must be coded as non-fleet private passenger for statistical reporting purposes whether written on a personal auto policy or a commercial auto policy.

G. Vehicles Held In Trust

A Personal Auto Policy shall be used to afford coverage to:

- Private passenger autos and motor vehicles considered as private passenger autos in Rule **1.;**
- Trailers designed for use with private passenger autos as described in Rule **19.A.;**
- Motorcycles, golf carts or other similar type vehicles and snowmobiles not used for commercial purposes;
- Private passenger autos not owned by a natural person and not rated as part of a fleet as described in Rule **2.E.;**
- Five or more four-wheeled private passenger autos as described in Rule **2.F.;** and
- Low speed vehicles and modified utility vehicles.

If title to the vehicle(s) has been transferred to a trust or if any of the above items are otherwise held in a trust, subject to the following:

1. Requirements

a. The grantor/settlor of the trust must be an individual(s) or spouses; and

b. The grantor/settlor of the trust and/or the trust must be listed as a named insured(s) on the Declarations.

A vehicle held in a trust, in which the grantor/settlor is a corporate entity, is not eligible under the Personal Auto Program but may be written under a commercial auto policy.

2. Ineligible Trustees

A trustee of the trust cannot be:

a. A partnership or joint venture;

b. A corporation;

c. A limited liability company;

d. An organization other than a partnership or joint venture, a corporation or a limited liability company; or

e. A licensed professional who provides ongoing professional services with respect to the profession for which that individual is licensed, in connection with the administration of the trust. However, this paragraph does not apply to any named insured or any individual who is a relative of the grantor/settlor of the trust.

3. Endorsement

a. Attach Trust Endorsement **NC 03 33.**

b. The following must be shown in Endorsement **NC 03 33:**

(1) The name and address of the trust (unless shown as a named insured in the Declarations);

(2) The name and address of the grantor/settlor (unless shown as a named insured in the Declarations); and

(3) The name and address of the trustee(s) (if other than the named insured grantor shown in Endorsement **NC 03 33** or a named insured shown in the Declarations).

H. A Personal Auto Policy shall be used to afford coverage to low speed vehicles and modified utility vehicles, if:

1. They are written on a specified vehicle basis; and

2. Coverage is limited in accordance with the Low Speed Vehicle And Modified Utility Vehicle Endorsement **NC 03 24.**

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3. PREMIUM DETERMINATION

A. For 1971-1982 model year sports cars identified in the Symbol Section as "s", the applicable symbol shall be one less than that shown.

B. Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision premiums are determined as follows:

1. Base Premium Determination

a. Refer to the Classification Rule and Primary Classification Rating Factor tables to determine the Use Factor and the Single or Multi-Car and Inexperienced Operator Rating Factors.

b. Add these rating factors to determine the Primary Classification Rating Factor.

c. Multiply the Primary Classification Rating Factor by the increased limits factors/deductible relativities, airbag discount and out of state vehicle surcharge, as applicable, to determine the Combined Rating Factor applicable to each coverage.

d. The base premium for each coverage is determined by multiplying the base rate by the Combined Rating Factor.

2. Refer to the Safe Driver Insurance Plan Rule to determine the Driving Record Surcharge Premium applicable to each coverage for each auto.

For autos not eligible for SDIP:

Add +0.10 to the Combined Rating Factor determined above.

Use statistical code 95.

3. Model Year and Symbol Determination

a. Refer to the Model Year Rule and Symbol and Identification Manual for the appropriate model year and symbol.

If the rates for a model year are not displayed in the rate pages, use the rates shown for the latest model year.

b. If no Rating Symbol is shown in the Symbol and Identification (S&I) Manual, use the following procedure to determine an interim rating symbol.

(1) If the S&I Manual displays a rating symbol for the PRIOR MODEL YEAR version of the same vehicle, use the prior model year's Rating Symbol for the new model year vehicle.

(2) If the S&I Manual does NOT display a rating symbol for the PRIOR MODEL YEAR version of the same vehicle, assign a symbol based on the cost new of the auto, using the Price/Symbol Chart located in the reference pages of the S&I Manual.

4. Refer to Territory Definitions to determine the territorial schedule code number for the location where the auto is principally garaged.

5. Refer to the state rate pages to determine base rates for the desired coverage for the appropriate territory.

Note

Clean Risks Ceded to the North Carolina Reinsurance Facility (Statistical Code 02).

The rates charged for "clean risks" ceded to the North Carolina Reinsurance Facility shall not exceed the rates charged "clean risks" not ceded to the Reinsurance Facility. The rates for "clean risks" ceded to the North Carolina Reinsurance Facility are set forth on the state rate page showing rates for Voluntary Business and "Clean Risks" Ceded to the North Carolina Reinsurance Facility.

For the purpose of this rule, a "clean risk" shall be any owner of a motor vehicle that is classified as a private passenger auto if the owner and the principal operator and each licensed operator in the owner's household:

a. Have two years driving experience as a licensed driver, which experience is determined in the manner provided in Rule **4.F.1.,** and

b. Have **not** been assigned any Safe Driver Insurance Plan points during the three year period immediately preceding the date of application for motor vehicle insurance or the date of preparation for a renewal motor vehicle insurance policy.

6. The premium for each coverage is determined by multiplying the base rate by the Combined Rating Factor to derive the base premium, then adding the Driving Record Surcharge Premium applicable to the coverage for each auto.

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4. CLASSIFICATIONS

The provisions of this rule apply separately to the premiums for Bodily Injury and Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Autos owned by an individual or owned jointly by two or more individuals are classified as follows:

Refer to Section **C.** below for definitions of terms used in this rule.

Code	Class	Definitions
114	**1A**	There is no BUSINESS USE or TNC ACTIVITY of the auto and the auto is not DRIVEN TO OR FROM WORK OR SCHOOL.
116	**1B**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of less than 10 road miles one way.
117	**1C**	There is no BUSINESS USE or TNC ACTIVITY of the auto but the auto is DRIVEN TO OR FROM WORK OR SCHOOL a distance of 10 or more road miles one way.
118	**3**	The auto is used for BUSINESS USE and is not used in TNC ACTIVITY.
119	**1AF**	The auto is a FARM AUTO.
115	**TNC**	The auto is used in TRANSPORTATION NETWORK COMPANY ACTIVITY.

B. Private passenger autos owned by corporations, co-partnerships, or unincorporated associations shall be rated as Class **3.**

Exceptions

1. For corporations, co-partnerships or unincorporated associations owning less than five motor vehicles:

An owned private passenger auto principally furnished to a specified individual shall be classified and rated as if owned by that individual, in accordance with Rule **4.A.,** provided the auto is not used for business purposes and is not used in TNC ACTIVITY.

2. For Farm family co-partnerships or Farm family corporations:

An owned private passenger auto principally garaged on a farm or ranch shall be rated as Class 1AF provided the vehicle is:

a. Not used in any occupation other than farming or ranching, or

b. Not customarily used in going to or from work other than farming or ranching.

3. Notwithstanding 1. and 2. above, any such auto used in TNC ACTIVITY shall be classified as TNC.

C. Definitions

1. BUSINESS USE means that the use of the auto is required by or customarily involved in the duties of the applicant or any other person customarily operating the auto, in an occupation, profession or business, other than going to or from the principal place of occupation, profession or business, and that the auto is not used in TNC ACTIVITY.

2. FARM AUTO means the auto is principally garaged on a farm or ranch, and

a. It is not customarily used in going to or from work other than farming or ranching, or driving to or from school,

b. It is not customarily used in any occupation other than farming or ranching, and

c. that the auto is not used in TNC ACTIVITY.

3. DRIVEN TO OR FROM WORK OR SCHOOL means the auto is not used in TNC ACTIVITY and is customarily used in the course of driving to or from work or school and shall include:

a. The use of the auto in a car pool or other share the ride arrangement.

b. Driving part way to or from work or school whether or not the auto is parked at a depot during the day.

Note

If an auto is driven to or from work or school on less than a daily basis, the classification used in rating the auto shall be subject to the following:

(1) If otherwise in Class 1B, the auto shall be classified as 1A if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

(2) If otherwise in Class 1C the auto shall be classified as 1B if the total usage of the car in driving to or from work or school is not more than 2 days per week or not more than 2 weeks per 5 week period.

Refer to company for certification form.

4. TRANSPORTATION NETWORK COMPANY (TNC) ACTIVITY means that:

a. The auto is used as a public or livery conveyance, including but not limited to any period of time while it is being used by any person who is logged into a transportation network platform as a driver, whether or not a passenger is occupying the vehicle; and

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4. CLASSIFICATIONS (Cont'd)

b. Coverage is afforded, under Endorsement **PP 55 45** or any similar endorsement, for any portion of the time that an insured is logged into a transportation network platform as a driver.

5. RESIDENT means anyone residing in the same household as the applicant and shall include an individual absent from the household while attending school. An individual in active military service with the armed forces of the United States of America shall **not** be included as resident in the same household unless such individual customarily operates the auto.

D. Single and Multi-Car Risks

The applicable Multi-Car Rating Factor shall apply if two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household are insured in the same policy.

Exceptions

1. If a company's policy processing systems do not permit insuring all vehicles in the same policy, the applicable Multi-Car Rating Factor shall apply if the company insures two or more four-wheel private passenger autos owned by an individual or owned jointly by two or more individuals resident in the same household.

This exception applies only to companies that do not issue multi-car policies or whose policy processing systems limitations necessitate insuring one car (in a multi-car situation) on a separate policy. This exception does not permit a company to apply the Multi-Car Rating Factor on a single car policy where, for underwriting or other reasons, the company voluntarily elects to insure one vehicle on a single car policy when that vehicle could be insured on a multi-car policy.

2. The Multi-Car Rating Factor shall not apply to antique autos as defined in the Miscellaneous Types rule.

LIABILITY COVERAGES ONLY

E. An auto subject to Class 3 rates because of use in the business of the United States Government by one of its employees may be classified and rated as Class 1A, 1B, 1C or TNC when the applicable endorsement is used to limit coverage.

F. Inexperienced Operator

LIABILITY, MEDICAL PAYMENTS AND COLLISION

1. The appropriate Inexperienced Operator Surcharge shall be applied for each owner or resident operator of the auto who has less than three years driving experience as a licensed driver. Such surcharge applies regardless of whether the owner or resident operator is a licensed driver; however, such surcharge does not apply to one who holds a learner's permit.

Note: The relevant experience is "driving experience as a licensed driver". An owner or resident operator does not accumulate any driving experience as a licensed driver while that person does not have a driver's license or while that person holds a learner's permit.

a. The insurer shall obtain a verifiable motor vehicle record on each owner or resident operator from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records and shall determine the number of years of driving experience as a licensed driver for each owner or resident operator of the auto from such motor vehicle records to the extent possible.

b. If a verifiable motor vehicle record obtained by the insurer does not show conclusively the number of years of driving experience for each owner or resident operator of the auto, the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

c. If a verifiable motor vehicle record cannot be obtained from the Division of Motor Vehicles or from the governmental entity responsible for maintaining drivers' license records, then the owner or resident operator shall be rated as inexperienced.

Exception: If the insurer is unable to obtain a verifiable motor vehicle record because such records are no longer available and the owner or resident operator has a drivers' license that continues to be valid by virtue of a military extension, then the insurer may determine the number of years of driving experience as a licensed driver based upon information provided by the applicant.

Insurers shall maintain in their files for at least three years from the inception of the policy the information upon which the number of years driving experience was determined.

Only driving experience in the United States of America, Canada or Puerto Rico may be used to determine the number of years of driving experience as a licensed driver.

The surcharge shall not be applied for more than three years regardless of policy term or effective date.

2. If there are two or more autos in the same household as the applicant, the inexperienced operator rates shall be applied separately to the number of autos equal to the number of inexperienced operators. Inexperienced operator rates shall not be used in rating such autos in excess of the number of inexperienced operators.

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4. CLASSIFICATIONS (Cont'd)

The inexperienced operator surcharge(s) shall be applied to the auto(s) which the inexperienced operator principally operates. In the case of an occasional operator, the surcharge shall be applied to the auto most frequently operated by the inexperienced operator.

G. Airbag Discount

The following discounts apply to Medical Payments Coverage Only. To qualify, the private passenger auto must be equipped with a factory installed airbag(s) which conforms to the federal crash protection requirements, and meets the criteria of either Paragraph **1.** or **2.** below:

1. 20% discount shall be afforded when the airbag is installed in the driver-side-only position.

2. 30% discount shall be afforded when the airbags are installed in both front outboard seat positions.

H. Out Of State Vehicle

A 310% surcharge shall be applied to Liability and Medical Payments Coverages for any "out of state vehicle(s)". For the purpose of this rule, any vehicle which is garaged outside of North Carolina for at least six months in a given year shall be considered an "out of state vehicle". A vehicle shall not be considered an "out of state vehicle" if the principal operator of the vehicle is:

1. A student and resides at an educational institution outside of North Carolina; or

2. An individual in active military service with the armed forces of the United States of America.

I. Optional Rating Characteristics

Companies may use the following optional rating characteristics or any combination of such optional rating characteristics and Bureau filed classifications to determine rates by coverage, as long as applicable legal requirements are satisfied. The resulting premium by coverage shall not exceed the premium that would have been determined using the rates, rating plans, classifications, schedules, rules and standards promulgated by the Bureau, except as provided by statute. The rating factor by coverage for any combination of the following optional risk characteristics cannot exceed 1.00, unless the resulting premium by coverage does not exceed the Bureau premium by coverage.

1. Policy characteristics not otherwise recognized in this manual. Examples include: account or multi-policy credit; tiers; continuity of coverage; coverages purchased; intra-agency transfers; number of drivers; number of vehicles; payment history; payment options; prior insurance; and new and renewal status.

2. Driver characteristics not otherwise recognized in this manual. Examples include: years of driving experience; convictions, accidents, claims or incidents; accident-free experience; accident forgiveness; annual mileage; cell phone type and usage; credit information; defensive driving course; good student; home ownership; marital status; and military status.

3. Vehicle characteristics not otherwise recognized in this manual. Examples include: airbags; customization; electronic monitoring or safety devices; engine characteristics; safety features or engineering; theft deterrence/recovery devices; place and type of garaging; type of fuel used; vehicle age, make, model and model year; and vehicle use.

4. Affinity group or other group not otherwise recognized in this manual.

5. Any other rating characteristic or combination of characteristics if filed by a company and approved by the Commissioner.

J. Optional Enhanced Endorsements

Optional Enhanced Endorsements authorized in N.C.G.S. 58-36-43 shall not be reported as part of the statistical data that is used in rate making by the North Carolina Rate Bureau. For the reporting of statistical data for Optional Enhanced Endorsements, please consult your statistical agent.

5. SAFE DRIVER INSURANCE PLAN (SDIP)

The provisions of this Rule apply separately to premiums for Bodily Injury Liability, Property Damage Liability, Medical Payments, Fire, Theft, Combined Additional Coverage, Comprehensive and Collision Coverages.

A. Eligibility

The Plan shall be applied in rating all eligible autos.

An auto is eligible for rating under this Plan if it is owned:

1. By an individual,

2. Jointly by two or more individuals resident in the same household,

3. By cohabitational partners in accordance with Rule **2.A.,** or

4. By a grantor/settlor of a trust and/or a trust in accordance with Rule **2.G.;**

provided such auto is:

1. A four wheel auto of the private passenger or station wagon type, or

2. A motor vehicle that is a pickup truck or van, if it:

a. Has a Gross Vehicle Weight as specified by the manufacturer of less than 14,000 lbs.; and

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5. SAFE DRIVER INSURANCE PLAN (SDIP) (Cont'd)

b. Is not used for the delivery or transportation of goods or materials unless such use is:

(1) Incidental to the insured's business of installing, maintaining or repairing furnishings or equipment; or

(2) For farming or ranching, or

3. A motorcycle, motorized scooter, auto glide or other similar motorized vehicle of the private passenger type.

Exception

The SDIP applies to policies written for a term in excess of 12 months. Such policy must provide for an annual adjustment of premium.

B. Definitions

1. Driving Record Points

a. Convictions

Records of convictions for moving traffic violations to be considered under this Plan shall be obtained at least annually from the Division of Motor Vehicles (or other governmental entity responsible for maintaining such records) for the applicant and any currently resident operator. For a policy of new business, records of such convictions shall be obtained prior to the sale of the policy.

Exception:

If the records required by this rule for a policy of new business are not available at the time of sale of the policy, or if the applicant for the policy has provided incorrect or incomplete data necessary to access such records, the insurer shall obtain such records and perform an underwriting review within a reasonable period following the binding of coverage.

Points shall be assigned for convictions during the experience period for moving traffic violations of the applicant or any currently resident operator, based on date of conviction, as follows:

(1) Twelve points shall be assigned for a conviction for:

(a) Manslaughter (or negligent homicide) resulting from the operation of a motor vehicle;

(b) Prearranged highway racing or knowingly lending a motor vehicle to be used in a prearranged highway race; or

(c) Failing to stop and render aid when involved in an accident resulting in bodily injury or death (hit-and-run driving);

(d) Impaired driving, including driving a vehicle while under the influence of an impairing substance; driving a vehicle with an alcohol concentration of 0.08 or more; and driving a commercial vehicle with an alcohol concentration of 0.04 or more; and

Note

There shall be no premium surcharge or assessment of points against an insured where **(i)** the insured's driver's license has been revoked under G.S.20-16.5; and **(ii)** the insured is subsequently acquitted of the offense involving impaired driving, as defined in G.S.20-4.01(24a), that is related to the revocation, or the charge for that offense is dismissed.

(e) Transportation for the purpose of sale of illegal intoxicating liquors by motor vehicle.

(2) Ten points shall be assigned for a conviction for:

(a) Highway racing or knowingly lending a motor vehicle to be used in a highway race; or

(b) Speeding to elude arrest.

(3) Eight points shall be assigned for a conviction for:

(a) operating during a period of revocation or suspension of license or registration.

(b) aggressive driving.

(4) Four points shall be assigned for a conviction for:

(a) Failing to stop and report when involved in a motor vehicle accident resulting in property damage only (hit-and-run-driving);

(b) Driving a motor vehicle in a reckless manner;

(c) Passing a stopped school bus;

(d) Speeding in excess of 75 miles per hour when the posted speed limit is less than 70 miles per hour;

(e) Speeding in excess of 80 miles per hour when the posted speed limit is 70 miles per hour or greater; or

(f) Driving by a person less than 21 years old after consuming alcohol or drugs.

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5. SAFE DRIVER INSURANCE PLAN (SDIP) (Cont'd)

(5) Two points shall be assigned for a conviction for:

(a) Illegal passing;

(b) Speeding more than 10 miles per hour over the posted speed limit, provided the total speed was in excess of 55 miles per hour but less than 76 miles per hour;

(c) Speeding 10 miles per hour, or less, in excess of the posted speed limit in a speed zone of 55 miles per hour or greater;

Waiver

These points shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the experience period.

(d) Following too closely; or

(e) Driving on wrong side of road.

(6) One point shall be assigned for a violation resulting in a conviction for speeding 10 miles per hour, or less, in excess of the posted speed limit of less than 55 miles per hour.

Waiver

This point shall **NOT** apply unless the same driver has also been convicted of at least one other moving traffic violation during the experience period.

Exceptions

This **WAIVER** does **NOT** apply to convictions of speeding in a school zone in excess of posted school zone speed.

(7) With respect to any other conviction for a moving traffic violation, one point shall be assigned for each such conviction.

Exception

Convictions for the following shall not be regarded as moving traffic violations:

(a) Inadequate muffler or excess escape of exhaust products;

(b) Improper lights or other equipment except brakes;

(c) Failure to sign or display registration card;

(d) Failure to display license plates;

(e) Failure to have in possession driver's license provided there is a valid one in existence; or

(f) Failure to display current inspection certificate.

b. Accidents

Points shall be assigned for each accident that occurred during the experience period, involving the applicant or any current resident operator, while operating a private passenger auto.

If an accident results both in bodily injury or death and in damage to property, points shall be assigned on the basis of the element of loss (bodily injury, death, or property damage) which generates the greatest number of points for the accident.

ACCIDENTS RESULTING IN BODILY INJURY OR DEATH

(1) One point shall be assigned for each at-fault auto accident that results in total bodily injuries to all persons of $1,800 or less.

(2) Three points shall be assigned for each at-fault auto accident that results in:

(i) Death or

(ii) Total bodily injury to all persons in excess of $1,800.

Exception

If the insured furnishes adequate proof that incurred medical costs related to the accident were solely for diagnostic purposes and that the accident did not result in any bodily injury, no SDIP points for bodily injury will be assigned, or points for bodily injury assigned as a result of the accident will be removed as of the most recent policy effective date.

ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY

(1) Three points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $3,850 or more.

(2) Two points shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, in excess of $2,300 but less than $3,850.

(3) One point shall be assigned for each at-fault auto accident that results in total damage to all property, including the insured's own, of $2,300 or less.

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5. SAFE DRIVER INSURANCE PLAN (SDIP) (Cont'd)

Exception

No points are assigned for accidents occurring under the following circumstances:

(a) Auto lawfully parked (if the parked vehicle rolls from the parked position then any such accident is charged to the person who parked the auto); or

(b) The applicant, owner or other resident operator reimbursed by, or on behalf of, a person who is responsible for the accident or has judgment against such person; or

(c) Auto is struck in the rear by another vehicle and the applicant or other resident operator has not been convicted of a moving traffic violation in connection with this accident; or

(d) Auto operated by the applicant or any resident operator is struck by a "hit-and-run" vehicle, if the accident is reported to the proper authority within 24 hours by the applicant or resident operator; or

(e) Accidents involving damage by contact with animals or fowl; or

(f) Accidents involving Physical Damage, limited to and caused by flying gravel, missiles, or falling objects.

(g) Accidents occurring as a result of the operation of a firefighting, rescue squad, or law enforcement vehicle in response to an emergency if the operator of the vehicle at the time of the accident was a paid or volunteer member of any fire department, rescue squad, or any law enforcement agency. This exception does not include an accident occurring after the vehicle ceases to be used in response to the emergency and the emergency ceases to exist.

Notes

(1) For the purpose of this Plan a "conviction" shall mean a plea of guilty, or of nolo contendere or the determination of guilt by a jury or by a court though no sentence has been imposed (prayer for judgment continued) or, if imposed, has been suspended (unless it is the first prayer for judgment continued for all licensed operators in the household); and it includes a forfeiture of bail or collateral deposited to secure appearance in court of the defendant, unless the forfeiture has been vacated.

(2) For the purpose of this Plan, a "moving traffic violation" shall include an infraction as described in **G.S. 14-3.1.**

(3) The phrase "at-fault" means "negligent". No points shall be assigned for accidents when the operator of an insured vehicle is free of negligence.

(4) References to other operators residing in the applicant's household shall also include a principal operator who is not a resident in the applicant's household.

(5) In the event the applicant or any current resident operator has an at-fault accident and is convicted of a moving traffic violation in connection with the accident, only the higher surcharge points between the accident and the violation shall be assigned.

(6) The One Point accident surcharge in Section **B.1.b.(3)** of this rule does not apply if both of the following conditions are met:

(a) The operator was not convicted of a moving traffic violation in connection with the accident; and

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5. SAFE DRIVER INSURANCE PLAN (SDIP) (Cont'd)

(b) The vehicle owner, principal operator, and all licensed operators in the owner's household have had no convictions for moving traffic violations and no other at-fault accidents during the three-year period immediately preceding the date of the application or the date of preparation of the renewal.

(7) With respect to at-fault accidents occurring on or after October 1, 2012, the phrase "total damage to all property" shall be determined based on the following:

(a) For damage to property not owned by the insured, amounts paid or payable to third parties for damage to property, rental reimbursement, loss of use, towing and labor and storage shall be included in the calculation of the accident threshold.

(b) For damage to property owned by the insured, amounts paid or payable for damage to owned property, towing and labor and storage shall be included in the calculation of the accident threshold. Amounts paid for rental reimbursement and loss of use shall not be included in the calculation of the accident threshold.

(8) For a conviction or at-fault accident that occurs while the operator holds only a learner's permit or limited learner's permit, points shall not be assigned until the operator becomes a licensed driver (including limited provisional license or full provisional license) and shall then be assigned for the remainder of the experience period.

2. Experience Period

The experience period shall be the three years immediately preceding the date of application or the preparation of the renewal. SDIP points shall be applied to a policy for a period of not less nor more than three policy years.

C. Driving Record Sub-Classification

The driving record sub-classification shall be determined from the number of Driving Record Points accumulated during the experience period as follows:

Number of Driving Record Points	Driving Record Sub-Classification
0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12 Or More	12
Not Eligible For Plan	NE

D. Driving Record Surcharge Premium

1. Single Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Multiply the base premium for each coverage applicable to the auto by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

c. The Driving Record Surcharge Premium for each coverage of the auto equals the SDIP Surcharge for that coverage.

d. Add the applicable Driving Record Surcharge Premium for each coverage to the otherwise applicable premium for each coverage of the auto.

2. Multi-Car Risks

a. Determine the Driving Record Sub-Classification for the policy and the applicable SDIP Rating Factor.

b. Select the auto with the highest Total Base Premium for all coverages combined.

TOTAL BASE PREMIUM is the sum of the base premiums for Bodily Injury and Property Damage Liability, Medical Payments, Comprehensive (or Fire, Theft and Combined Additional Coverage) and Collision coverages that apply to the auto.

c. For each coverage applicable to the auto with the highest Total Base Premium for all coverages combined.

Multiply the base premium for each coverage by the SDIP Rating Factor to determine the SDIP Surcharge for each coverage. Round each coverage surcharge to the nearest whole dollar.

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5. SAFE DRIVER INSURANCE PLAN (SDIP) (Cont'd)

d. The Driving Record Surcharge Premium is determined separately by coverage for each auto that is insured for that coverage and eligible for SDIP rating.

(1) Determine the number of eligible autos insured for each coverage.

(2) The Driving Record Surcharge Premium for each coverage of each auto equals the SDIP Surcharge for that coverage divided by the number of eligible autos insured for that coverage.

(3) If the above calculation results in a fractional dollar amount for each auto then:

determine the remainder dollar amount and add it to the Driving Record Surcharge Premium for one of the insured autos and disregard the fractional dollar amounts.

Note

The Whole Dollar Premium Rule does not apply in this instance.

(4) If an auto is insured for a coverage not applicable to the auto with the highest Total Base Premium for all coverages combined, then no surcharge applies to that coverage.

e. Add the applicable Driving Record Surcharge Premium for each coverage of each auto to the otherwise applicable premium for each coverage of each auto.

3. Statistical Coding

a. Single Car Risks – Assign the Driving Record Sub-Classification Statistical Code, reflecting the number of points, to the auto.

b. Multi-Car Risks – Assign the Driving Record Sub-Classification Statistical Code reflecting:

(1) The number of driving record points, to the auto with the highest Total Base Premium.

(2) Zero driving record points, to each other auto insured on the policy.

E. Cancellations and Changes

1. Policies for Terms Not Exceeding One Year

No policy shall be endorsed in term to effect a change of Driving Record Sub-Classification except to recognize the addition or deletion of an operator.

2. Policies for Terms Exceeding One Year

No policy shall be endorsed to effect a change of Driving Record Sub-Classification until the next annual anniversary of the inception of the policy except to recognize the addition or deletion of an operator.

PRIMARY CLASSIFICATION RATING FACTORS∗

	Use					
	Pleasure Use	Drive to or from Work		Business Use	TNC Activity∗∗	Farm Use
Coverage	(1A)	Less than 10 Miles (1B)	10 or More Miles (1C)	(3)	TNC	(1AF)
B.I., P.D., Med. Pay	1.00	1.05	1.05	1.05	1.20	.75
Collision	1.00	1.15	1.15	1.15	(a)	.75
Comprehensive Fire, Theft, C.A.C.	1.00	1.25	1.25	1.25	(a)	.75

SINGLE OR MULTI-CAR RISKS AND INEXPERIENCED OPERATOR∗
Add the following rating factors to the Use Rating Factor:

No Inexperienced Operator			
Single or Multi-Car Risks	BI, PD, and Med. Pay.	Collision	Comprehensive, Fire, Theft, and CAC
Single Car	**Factor** 0.00	**Factor** 0.00	**Factor** 0.00
Multi-Car	**Factor** -0.35	**Factor** -0.35	**Factor** -0.10

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PRIMARY CLASSIFICATION RATING FACTORS
(Cont'd)

Inexperienced Operator				
Single or Multi-Car Risks		**BI, PD, and Med. Pay.**	**Collision**	**Comprehensive, Fire, Theft, and CAC**
Single Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.60	**Factor** +2.30	**Factor** +0.20
	Less than Two Years	**Factor** +1.60	**Factor** +1.50	**Factor** +0.20
	Less than Three Years	**Factor** +1.25	**Factor** +1.35	**Factor** +0.20
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.75	**Factor** +1.40	**Factor** +0.10
	Less than Two Years	**Factor** +0.85	**Factor** +0.80	**Factor** 0.00
	Less than Three Years	**Factor** +0.65	**Factor** +0.60	**Factor** 0.00
Multi-Car	**Principal Operator Licensed For:**			
	Less than One Year	**Factor** +2.25	**Factor** +1.95	**Factor** +0.10
	Less than Two Years	**Factor** +1.25	**Factor** +1.15	**Factor** +0.10
	Less than Three Years	**Factor** +0.90	**Factor** +1.00	**Factor** +0.10
	Occasional Operator Licensed For:			
	Less than One Year	**Factor** +1.40	**Factor** +1.05	**Factor** 0.00
	Less than Two Years	**Factor** +0.50	**Factor** +0.45	**Factor** -0.10
	Less than Three Years	**Factor** +0.30	**Factor** +0.25	**Factor** -0.10

* For Statistical Coding Requirements – Refer to page NC-E-Coding.

** Applies only to those vehicles on policies ceded to the North Carolina Reinsurance Facility affording coverage for TNC activity under Endorsement **PP 55 45.**

(a) For rating a policy that affords this coverage, please refer to the individual company writing the coverage.

SAFE DRIVER INSURANCE PLAN FACTORS AND CODES

Use the following rating factors to determine the Driving Record Surcharge Premium as explained in the Safe Driver Insurance Plan Rule.

Use the statistical code indicated for the Driving Record Sub-Classification.

Number of Driving Record Points	Driving Record Sub-Classification	Statistical Code	SDIP Rating Factor
0	0	00	0.00
1	1	01	0.40
2	2	02	0.55
3	3	03	0.70
4	4	04	0.90
5	5	05	1.10
6	6	06	1.40
7	7	07	1.70
8	8	08	2.00
9	9	09	2.30
10	10	10	2.60
11	11	11	3.00
12 or more	12	12	3.40
Vehicles Not Eligible For SDIP – Add the following rating factor to the otherwise applicable Combined Rating Factor. Use the statistical code shown below.			
Not Eligible	NE	95	+0.10

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6. MODEL YEAR FOR FIRE, THEFT, COMBINED ADDITIONAL COVERAGE, COMPREHENSIVE AND COLLISION COVERAGES

A. Model Year Rating

1. The model year of the auto is the year assigned by the auto manufacturer.

2. Rebuilt or Structurally Altered Autos – the model year of the chassis determines the model year of the auto.

3. If the rates for a model year are not displayed in the rate pages, use the rates shown for the latest model year.

B. Coding

Policies effective July 1, 1982 and subsequent:

Code the two digits of the model year, for example, code 1982 vehicles as 82, 1983 as 83, etc.

7. MINIMUM PREMIUM RULE

The minimum annual premium charge is $10 for each policy, certificate, declaration or binder covering one or more of the following perils:

Comprehensive

Fire, Theft, Windstorm, Combined Additional Coverage, Collision

Bodily Injury Liability, or

Property Damage Liability

Premium for other coverages which may also be included in the policy shall be in addition to the minimum annual premium.

The minimum annual premium charge is not subject to reduction except – in the event of cancellation or short term policy, the minimum annual premium charge shall be adjusted on a pro rata or short rate basis, as the conditions require.

8. POLICY PERIOD

A. No policy may be written for a period longer than 12 months for Liability Coverage or 48 months for Physical Damage Coverage.

B. Premium charged for policy terms not exceeding 12 months is as follows:

1. Twelve Month Policies –

Charge the annual premium or minimum premium whichever applies.

2. Three and Six Month Policies –

a. For a specified 3 or 6 month period the premium charge is 25% or 50% respectively, of the annual or minimum annual premium whichever applies.

b. Policies issued for a 3 or 6 month period with an effective date on the 29th, 30th, and 31st of any month.

The first policy can be extended from the effective date to the first day of the calendar month following the expiration of the policy.

Premium for this extended coverage of 1 to 3 days may be waived.

3. Other Short Policies written for less than 12 months and other than 3 or 6 months.

Such policies shall be written short rate with premiums computed in accordance with the One Year Short Rate Table in the Cancellation Rule.

Exceptions:

The premium is computed Pro Rata:

1. When coverage is written to secure a common policy date with other coverages or lines of insurance.

2. When a policy is issued on a short term basis to replace an outstanding policy of a company in liquidation, provided the new policy is based upon the rules and rates in effect at the time replacement is made and shall be in effect for a period equal to the unexpired term of the outstanding policy.

3. When a statutory policy is required by a state or municipality to expire on a fixed date and the policy is written to expire on such date.

C. Long Term Physical Damage Policies written for a term in excess of 12 months – Determine premium as follows:

1. 1st 12 months:

Charge the first year premium or minimum premium, whichever applies.

2. 2nd 12 months:

In addition to the above, charge the second year premium or minimum whichever applies.

If the term is more than 12 months but less than 24 months, charge pro rata of such second year premium or minimum whichever is larger for the period in excess of 12 months.

3. 3rd 12 months:

In addition to the premium for the 1st and 2nd 12 month periods, charge the third year premium or minimum premium whichever applies.

If the term is more than 24 months but less than 36 months charge the pro rata of such third year premium or minimum premium, whichever is larger, for the period in excess of 24 months.

4. 4th 12 months:

In addition to the premium for the 1st, 2nd and 3rd 12 month periods, charge the fourth year premium or minimum premium whichever applies.

If the term is more than 36 months but less than 48 months, charge pro rata of such fourth year premium or minimum premium, whichever is larger, for the period in excess of 36 months.

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8. POLICY PERIOD (Cont'd)

Note:

Calculation of the premium for the 2nd, 3rd and 4th 12 month periods, or pro rata part thereof shall recognize:

1. Any change in the model year of the insured auto, during a previous 12 month period;

2. Any change in sub-classification under the Safe Driver Insurance Plan.

3. A change in symbol assignment based on a review of loss experience.

9. CHANGES

A. In the following circumstances the premium shall be computed using the rates and rules in effect at the inception of the policy or at the time the change is made:

1. If an auto or form of coverage is added during the term of a policy and the additional insurance is written to expire concurrently with the original insurance, the premium for such additional insurance shall be computed pro-rata;

2. If coverage is transferred during the policy term from one auto to another, the premium shall be computed pro rata; or

3. If the liability limits or deductible amounts are changed during the policy period.

If the policy has been written for less than one year on a short rate basis, the premium for the additional insurance shall be pro rata of the short rate charge for the policy period.

If an auto or form of coverage that was cancelled from a policy at the request of the insured is reinstated within 30 days, the premium shall be the same as the amount that was returned at the time of cancellation.

B. If an auto is transferred from one rating territory to another or if an auto is temporarily transferred from one rating territory to another for a period of not less than 30 consecutive days, the premium for the balance of the policy period may be adjusted by endorsement at the time the change is made. The company shall charge on a pro rata basis the rate or rates for the territories in which the auto is garaged during the remainder of the policy period. The premium adjustment shall be made on the basis of the rates and rules in effect at the inception of the policy or at the time the change is made.

C. With respect to the above described election of using the rates in effect at the inception of the policy or at the time the change is made in determining adjustments to premiums, a company's election shall be applied consistently by the company and shall not be made on a policy by policy basis.

D. Premium Adjustment:

1. With respect to all of the above except **A.3.,** if an outstanding policy is amended and results in a premium adjustment of $2 or less, the amount:

a. May be waived, or

b. May be made subject to a minimum of $2,

except that the actual return premium shall be returned at the request of the insured.

2. Minimum premium of $2 applies if an insured requests the following during the policy period:

a. Additional coverage,

b. An increase in the limits of liability,

c. A reduced deductible.

3. Companies need not refund a return premium of less than $2 if the insured requests the following:

a. Cancellation of coverage,

b. Reduction in limits of liability,

c. Increase in deductible,

except that the actual return premium shall be returned at the request of the insured.

4. If the limits of liability are increased because of a change in the limits prescribed under any financial responsibility law, the additional premium charge shall be the actual difference in premium charges. If $2 or less, it may be charged or waived.

5. With respect to all of the above except **A.3.,** if an outstanding policy is amended and results in a premium adjustment:

a. Within 30 days prior to the expiration of a six-month policy period, or

b. Within 60 days prior to the expiration of a policy period longer than six months, companies need not charge or refund a premium, except that actual refunds shall be made at the request of the insured.

10. CANCELLATION

A. Cancellation of a policy, vehicle or form of coverage:

1. If the insured requests cancellation, compute return premium on a Short Rate Basis.

Exceptions

Compute return premium on a Pro Rata basis in the following cases:

1. If the insured has disposed of a vehicle then takes out a new policy in the same company on another vehicle, to become effective within thirty days of the date of cancellation.

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10. CANCELLATION (Cont'd)

2. If the insured vehicle is repossessed under terms of a financing agreement.

3. In a multi-car situation:

a. If one vehicle is cancelled from the policy and the policy remains in force on other vehicles, or

b. If a policy is cancelled but there remains in force with the same company and in the name of insured or spouse, if resident in the same household, a concurrent policy covering another vehicle.

4. If the insured enters the armed forces of the United States of America.

5. If the insured vehicle is stolen or destroyed (total or constructive loss) and cancellation is requested by the insured (a) within 30 days following the date the auto is stolen or destroyed, or (b) within 15 days of the time the auto was determined by the company (1) to be unrecoverable or stolen, or (2) to be a total or constructive loss. The return premium for all coverages (including the premium for the coverage under which the loss was paid) shall be calculated from the day following the date of the loss.

6. If an insured who has been ceded to the Reinsurance Facility at rates higher than the insurer's voluntary rates obtains insurance through another insurer who elects not to cede the policy to the Facility and the insured cancels the ceded policy within 45 days of the effective date of the ceded policy.

Exception:

This pro rata cancellation shall not apply to a cancellation by any insurance premium finance company.

2. If the company cancels, the return premium is computed pro rata.

3. If a policy written at short rate is cancelled, the earned premium for the time the policy has been in force shall be computed pro rata of the original short rate premium.

4. The following provisions apply to policies exceeding 12 months:

a. If a policy has been in force less than 1 year, the earned premium is computed in accordance with the provisions of this Rule for the first year's premium.

b. If a policy has been in force more than 12 months but less than 24 months, the earned premium shall be the first 12 months premium plus pro rata of the annual premium for the second 12 months.

c. If a policy has been in force for more than 24 months but less than 36 months, the earned premium shall be the first 24 months' premium plus pro rata of the annual premium for the third 12 months.

d. If a policy has been in force more than 36 months but less than 48 months, the earned premium shall be the first 36 months' premium plus pro rata of the annual premium for the fourth 12 months.

B. Instructions for Use of Short Rate Tables.

1. The "Three Month Short Rate Table" shall apply only to a policy written for a specified period of 3 months.

2. The "Six Month Short Rate Table" shall apply only to a policy written for a specified period of 6 months.

3. The "One Year Short Rate Table" shall apply to:

a. a policy written for a specified period of less than one year, other than a policy written for a specified period of 3 months or 6 months.

b. a policy written for a specified period of one year or more.

C. Instructions for Use of PRO RATA TABLES

1. Express the date of cancellation by year and decimal part of a year by combining the calendar year with the decimal appearing opposite the month and day in the Pro Rata Table, e.g. March 7, 1976 is designated as 1976.181.

2. In like manner, express the effective date of the policy year and decimal part of a year and subject from the cancellation date.

3. The difference in the case of 1 year policies, represents the percentage of the annual premium which is to be retained by the carrier.

4. For 6 Month Term Policies, the difference between cancellation date and effective date multiplied by two represents the percentage of the semi-annual term premium which is to be retained by the carrier.

5. For 3 Month Term Policies, the difference between cancellation date and effective date multiplied by four represents the percentage of the quarter-annual term premium which is to be retained by the carrier.

Example:

Cancellation date May 19, 1976.....	1976.381
Effective date March 2, 1976.....	1976.167
	.214

Earned premium for a 1 Year Term Policy will therefore be .214 times the annual premium.

For a 6 Month Term Policy: Multiply .214 by 2. (.214 x 2 = .428). Earned premium will be .428 times the semi-annual term premium.

For a 3 Month Term Policy: Multiply .214 by 4. (.214 x 4 = .856). Earned premium will be .856 times the quarter-annual term premium.

Note:

As it is not customary to charge for the extra day (February 29th) which occurs one year in every four years this table shall also be used for each such year.

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PRO RATA TABLE

January			February			March			April			May			June		
Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio
1	1	.003	1	32	.088	1	60	.164	1	91	.249	1	121	.332	1	152	.416
2	2	.005	2	33	.090	2	61	.167	2	92	.252	2	122	.334	2	153	.419
3	3	.008	3	34	.093	3	62	.170	3	93	.255	3	123	.337	3	154	.422
4	4	.011	4	35	.096	4	63	.173	4	94	.258	4	124	.340	4	155	.425
5	5	.014	5	36	.099	5	64	.175	5	95	.260	5	125	.342	5	156	.427
6	6	.016	6	37	.101	6	65	.178	6	96	.263	6	126	.345	6	157	.430
7	7	.019	7	38	.104	7	66	.181	7	97	.266	7	127	.348	7	158	.433
8	8	.022	8	39	.107	8	67	.184	8	98	.268	8	128	.351	8	159	.436
9	9	.025	9	40	.110	9	68	.186	9	99	.271	9	129	.353	9	160	.438
10	10	.027	10	41	.112	10	69	.189	10	100	.274	10	130	.356	10	161	.441
11	11	.030	11	42	.115	11	70	.192	11	101	.277	11	131	.359	11	162	.444
12	12	.033	12	43	.118	12	71	.195	12	102	.279	12	132	.362	12	163	.447
13	13	.036	13	44	.121	13	72	.197	13	103	.282	13	133	.364	13	164	.449
14	14	.038	14	45	.123	14	73	.200	14	104	.285	14	134	.367	14	165	.452
15	15	.041	15	46	.126	15	74	.203	15	105	.288	15	135	.370	15	166	.455
16	16	.044	16	47	.129	16	75	.205	16	106	.290	16	136	.373	16	167	.458
17	17	.047	17	48	.132	17	76	.208	17	107	.293	17	137	.375	17	168	.460
18	18	.049	18	49	.134	18	77	.211	18	108	.296	18	138	.378	18	169	.463
19	19	.052	19	50	.137	19	78	.214	19	109	.299	19	139	.381	19	170	.466
20	20	.055	20	51	.140	20	79	.216	20	110	.301	20	140	.384	20	171	.468
21	21	.058	21	52	.142	21	80	.219	21	111	.304	21	141	.386	21	172	.471
22	22	.060	22	53	.145	22	81	.222	22	112	.307	22	142	.389	22	173	.474
23	23	.063	23	54	.148	23	82	.225	23	113	.310	23	143	.392	23	174	.477
24	24	.066	24	55	.151	24	83	.227	24	114	.312	24	144	.395	24	175	.479
25	25	.068	25	56	.153	25	84	.230	25	115	.315	25	145	.397	25	176	.482
26	26	.071	26	57	.156	26	85	.233	26	116	.318	26	146	.400	26	177	.485
27	27	.074	27	58	.159	27	86	.236	27	117	.321	27	147	.403	27	178	.488
28	28	.077	28	59	.162	28	87	.238	28	118	.323	28	148	.405	28	179	.490
29	29	.079				29	88	.241	29	119	.326	29	149	.408	29	180	.493
30	30	.082				30	89	.244	30	120	.329	30	150	.411	30	181	.496
31	31	.085				31	90	.247				31	151	.414			

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PRO RATA TABLE

July			August			September			October			November			December		
Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio	Day of Month	Day of Year	Ratio
1	182	.499	1	213	.584	1	244	.668	1	274	.751	1	305	.836	1	335	.918
2	183	.501	2	214	.586	2	245	.671	2	275	.753	2	306	.838	2	336	.921
3	184	.504	3	215	.589	3	246	.674	3	276	.756	3	307	.841	3	337	.923
4	185	.507	4	216	.592	4	247	.677	4	277	.759	4	308	.844	4	338	.926
5	186	.510	5	217	.595	5	248	.679	5	278	.762	5	309	.847	5	339	.929
6	187	.512	6	218	.597	6	249	.682	6	279	.764	6	310	.849	6	340	.932
7	188	.515	7	219	.600	7	250	.685	7	280	.767	7	311	.852	7	341	.934
8	189	.518	8	220	.603	8	251	.688	8	281	.770	8	312	.855	8	342	.937
9	190	.521	9	221	.605	9	252	.690	9	282	.773	9	313	.858	9	343	.940
10	191	.523	10	222	.608	10	253	.693	10	283	.775	10	314	.860	10	344	.942
11	192	.526	11	223	.611	11	254	.696	11	284	.778	11	315	.863	11	345	.945
12	193	.529	12	224	.614	12	255	.699	12	285	.781	12	316	.866	12	346	.948
13	194	.532	13	225	.616	13	256	.701	13	286	.784	13	317	.868	13	347	.951
14	195	.534	14	226	.619	14	257	.704	14	287	.786	14	318	.871	14	348	.953
15	196	.537	15	227	.622	15	258	.707	15	288	.789	15	319	.874	15	349	.956
16	197	.540	16	228	.625	16	259	.710	16	289	.792	16	320	.877	16	350	.959
17	198	.542	17	229	.627	17	260	.712	17	290	.795	17	321	.879	17	351	.962
18	199	.545	18	230	.630	18	261	.715	18	291	.797	18	322	.882	18	352	.964
19	200	.548	19	231	.633	19	262	.718	19	292	.800	19	323	.885	19	353	.967
20	201	.551	20	232	.636	20	263	.721	20	293	.803	20	324	.888	20	354	.970
21	202	.553	21	233	.638	21	264	.723	21	294	.805	21	325	.890	21	355	.973
22	203	.556	22	234	.641	22	265	.726	22	295	.808	22	326	.893	22	356	.975
23	204	.559	23	235	.644	23	266	.729	23	296	.811	23	327	.896	23	357	.978
24	205	.562	24	236	.647	24	267	.732	24	297	.814	24	328	.899	24	358	.981
25	206	.564	25	237	.649	25	268	.734	25	298	.816	25	329	.901	25	359	.984
26	207	.567	26	238	.652	26	269	.737	26	299	.819	26	330	.904	26	360	.986
27	208	.570	27	239	.655	27	270	.740	27	300	.822	27	331	.907	27	361	.989
28	209	.573	28	240	.658	28	271	.742	28	301	.825	28	332	.910	28	362	.992
29	210	.575	29	241	.660	29	272	.745	29	302	.827	29	333	.912	29	363	.995
30	211	.578	30	242	.663	30	273	.748	30	303	.830	30	334	.915	30	364	.997
31	212	.581	31	243	.666				31	304	.833				31	365	1.000

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ONE YEAR SHORT RATE TABLE

Days Policy in Force	Per Cent of One Year Premium	Days Policy in Force	Per Cent of One Year Premium	Days Policy in Force	Per Cent of One Year Premium
1	5%	95 – 98	37%	219 – 223	69%
2	6	99 – 102	38	224 – 228	70
3 – 4	7	103 – 105	39	229 – 232	71
5 – 6	8	106 – 109	40	233 – 237	72
7 – 8	9	110 – 113	41	238 – 241	73
9 – 10	10	114 – 116	42	242 – 246	74
11 – 12	11	117 – 120	43	247 – 250	75
13 – 14	12	121 – 124	44	251 – 255	76
15 – 16	13	125 – 127	45	256 – 260	77
17 – 18	14	128 – 131	46	261 – 264	78
19 – 20	15	132 – 135	47	265 – 269	79
21 – 22	16	136 – 138	48	270 – 273	80
23 – 25	17	139 – 142	49	274 – 278	81
26 – 29	18	143 – 146	50	279 – 282	82
30 – 32	19	147 – 149	51	283 – 287	83
33 – 36	20	150 – 153	52	288 – 291	84
37 – 40	21	154 – 156	53	292 – 296	85
41 – 43	22	157 – 160	54	297 – 301	86
44 – 47	23	161 – 164	55	302 – 305	87
48 – 51	24	165 – 167	56	306 – 310	88
52 – 54	25	168 – 171	57	311 – 314	89
55 – 58	26	172 – 175	58	315 – 319	90
59 – 62	27	176 – 178	59	320 – 323	91
63 – 65	28	179 – 182	60	324 – 328	92
66 – 69	29	183 – 187	61	329 – 332	93
70 – 73	30	188 – 191	62	333 – 337	94
74 – 76	31	192 – 196	63	338 – 342	95
77 – 80	32	197 – 200	64	343 – 346	96
81 – 83	33	201 – 205	65	347 – 351	97
84 – 87	34	206 – 209	66	352 – 355	98
88 – 91	35	210 – 214	67	356 – 360	99
92 – 94	36	215 – 218	68	361 – 365	100

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THREE MONTH SHORT RATE TABLE

Days Policy in Force	Per Cent of 3 Mos. Premium	Days Policy in Force	Per Cent of 3 Mos. Premium	Days Policy in Force	Per Cent of 3 Mos. Premium
1	6%	28	41%	58	71%
2	7	29	42	59	73
3	9	30	43	60 – 61	74
4	12	31	44	62	75
5	16	32	46	63	76
6	17	33	47	64	77
7	18	34	48	65 – 66	78
8	19	35	49	67	79
9	20	36	50	68	81
10	21	37	51	69 – 70	82
11	22	38	52	71	83
12	23	39	53	72	84
13	24	40	54	73	85
14	26	41	56	74 – 75	86
15	27	42	57	76	87
16	28	43	58	77	89
17	29	44	59	78 – 79	90
18	30	45	60	80	91
19	31	46	61	81	92
20	32	47 – 48	62	82	93
21	33	49	63	83 – 84	94
22	34	50	65	85	95
23	36	51 – 52	66	86	97
24	37	53	67	87 – 88	98
25	38	54	68	89	99
26	39	55	69	90 – 92	100
27	40	56 – 57	70		

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SIX MONTH SHORT RATE TABLE

Days Policy in Force	Per Cent of 6 Mos. Premium	Days Policy in Force	Per Cent of 6 Mos. Premium	Days Policy in Force	Per Cent of 6 Mos. Premium
1	6%	50 – 51	38%	112 – 114	70%
2	7	52	39	115 – 116	71
3	8	53 – 54	40	117 – 118	72
4	9	55 – 56	41	119 – 120	73
5	10	57 – 58	42	121 – 123	74
6	11	59 – 60	43	124 – 125	75
7	12	61 – 62	44	126 – 127	76
8	13	63	45	128 – 130	77
9	14	64 – 65	46	131 – 132	78
10	15	66 – 67	47	133 – 134	79
11	16	68 – 69	48	135 – 136	80
12	17	70 – 71	49	137 – 139	81
13 – 14	18	72 – 73	50	140 – 141	82
15 – 16	19	74	51	142 – 143	83
17 – 18	20	75 – 76	52	144 – 145	84
19 – 20	21	77 – 78	53	146 – 148	85
21	22	79 – 80	54	149 – 150	86
22 – 23	23	81 – 82	55	151 – 152	87
24 – 25	24	83	56	153 – 155	88
26 – 27	25	84 – 85	57	156 – 157	89
28 – 29	26	86 – 87	58	158 – 159	90
30 – 31	27	88 – 89	59	160 – 161	91
32	28	90 – 91	60	162 – 164	92
33 – 34	29	92 – 93	61	165 – 166	93
35 – 36	30	94 – 95	62	167 – 168	94
37 – 38	31	96 – 98	63	169 – 171	95
39 – 40	32	99 – 100	64	172 – 173	96
41	33	101 – 102	65	174 – 175	97
42 – 43	34	103 – 104	66	176 – 177	98
44 – 45	35	105 – 107	67	178 – 180	99
46 – 47	36	108 – 109	68	181 – 184	100
48 – 49	37	110 – 111	69		

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11. WHOLE DOLLAR PREMIUM

This rule applies only to Fire, Theft, Combined Additional Coverage, Comprehensive and Collision coverages.

The premium for each exposure shall be rounded to the nearest whole dollar, separately for each coverage provided by the policy.

A premium involving $.50 or more shall be rounded to the next higher whole dollar.

This procedure shall apply to all interim premium adjustments, including endorsements or cancellations at the request of the insured. In the case of cancellations by the company, the return premium may be carried to the next higher whole dollar.

The phrase "each exposure" as used herein shall mean each premium developed (after the application of all applicable adjustments) for (1) each auto, if written on a per car basis, and (2) for all other business.

12. RULES FOR DETERMINING PHYSICAL DAMAGE BASE RATES FOR SYMBOLS NOT DISPLAYED ON STATE RATE PAGES

A. Other Than Collision

1. 2011 and Subsequent Model Year Vehicles - Symbol 98 Vehicles

Develop the Comprehensive Base Rates for Symbol 98 vehicles by:

a. Increasing the Symbol 70 relativity factor of 13.72 by +1.05 for each $10,000 or fraction of $10,000 above $150,000 of Original Cost, and

b. Applying this factor to the Symbol 11 Rate on the state rate pages for the applicable model year.

2. 1990-2010 Model Years - Symbol 27 Vehicles

Develop the Comprehensive Base Rates for Symbol 27 vehicles by:

a. Increasing the Symbol 26 relativity factor of 6.42 by +1.06 for each $10,000 or fraction of $10,000 above $80,000 of Original Cost, and

b. Applying this factor to the Symbol 8 Rate on the state rate pages for the applicable model year.

3. 1982 and Prior Model Year Vehicles

a. 1976-1982 Symbol 14 Vehicles

Apply the factor 3.19 to the Symbol 7 Base Rate.

b. 1975 and Prior Vehicles above $10,000

Increase the Symbol 7 Base Rate by 20% for each $1,000 or fraction of $1,000 above $10,000 of Original Cost.

B. Collision

1. 2011 and Subsequent Model Year Vehicles - Symbol 98 Vehicles

Develop the Collision Base Rates for Symbol 98 vehicles by:

a. Increasing the Symbol 70 relativity factor of 2.96 by +.10 for each $10,000 or fraction of $10,000 above $150,000 of original Cost, and,

b. Applying this factor to the Symbol 11 Rate on the state rate pages for the applicable model year.

2. 1990-2010 Model Years - Symbol 27 Vehicles

Develop the Collision Base Rates for Symbol 27 vehicles by:

a. Increasing the Symbol 26 relativity factor of 2.29 by +.10 for each $10,000 or fraction of $10,000 above $80,000 of Original Cost, and

b. Applying this factor to the Symbol 8 Rate on the state rate pages for the applicable model year.

3. 1982 and Prior Model Year Vehicles

a. 1976-1982 Symbol 14 Vehicles

Apply the factor 2.29 to the Symbol 7 Base Rate.

b. 1975 and Prior Vehicles above $10,000

Increase the Symbol 7 Base Rate by 5% for each $1,000 or fraction of $1,000 above $10,000 of Original Cost.

C. Original Cost means:

1. Original F.O.B. List Price for autos built in U.S.

2. Original Cost New in U.S. for specially built autos.

3. Original Cost New in U.S. for imported autos.

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13. SUSPENSION

A. Under any policy providing just Physical Damage Coverage, only Collision may be suspended.

B. Liability Coverages may not be suspended for risks for which a financial responsibility filing is in effect.

C. Insurance may be suspended by endorsement in accordance with the following provisions provided the period of suspension is at least thirty (30) consecutive days.

1. Insurance may be reinstated upon the named insured's request effective not earlier than receipt of such request by the company or any of its authorized representatives.

2. The reinstatement endorsement shall not extend the policy beyond its original expiration date.

LIABILITY AND COLLISION COVERAGES ONLY

3. Pro rata premium credit for the period of suspension shall be granted upon reinstatement subject to a minimum retention by the company of sixty days premium calculated on a short rate basis. The minimum premium retention by the company shall not apply to suspensions under Section **F.** of this rule.

4. If the policy expires during the period of suspension, the named insured shall be entitled to a pro rata return premium in accordance with the foregoing provisions of this rule.

5. If a policy written for less than one year is suspended but subsequently reinstated and extended for the remainder of such year, or any part thereof, or if such policy expires during the suspension period, pro rata premium credit shall be granted for the period of suspension in accordance with the foregoing provisions of the Policy Period Rule for extension of a short term policy.

D. If collision or liability coverages are suspended on **all** owned autos, coverage for which separate premiums apply – including Uninsured Motorists Coverage, Underinsured Motorists Coverage, auto death indemnity, total disability, and specific disability benefits coverage, medical payments coverage, non-owned auto or extended liability coverage provided under the use of other autos provisions – may be continued in force without premium adjustment for these coverages.

E. If liability or collision coverage is suspended on all private passenger autos owned by an individual(s) or spouses, use of other autos coverage for liability only, afforded without separate premium charge may be continued in force. 80% pro rata of the owned auto premium calculated in accordance with the provisions of this rule shall be returned to the insured upon reinstatement of the coverages.

F. Insurance covering a private passenger auto which is withdrawn from service for a period of at least thirty (30) consecutive days because of a strike, may be suspended. Pro rata return premium on such vehicles shall be granted in accordance with Section (C) provided the insured furnishes the company with a letter requesting the return premium. The letter shall be written on the insured's letterhead, signed by an executive of the company and shall include the following:

1. A description of each auto.

2. The dates between which it was laid up because of the strike.

3. A statement by the insured that he agrees to reimburse the company for any payment made by the company on account of any accident, claim or suit involving a coverage for an auto described in the letter for which return premium has been allowed by the company.

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14. MISCELLANEOUS COVERAGES

A. Uninsured Motorists Coverage ONLY

1. Owners – (Class Code – Refer to Statistical Plan)

Bodily Injury and Property Damage Uninsured Motorists Coverage shall be afforded under every auto liability policy insuring the owner of a motor vehicle registered or principally garaged in North Carolina.

Exceptions

This coverage shall not apply when a named insured has purchased a policy with Bodily Injury Liability Coverage limits greater than $30,000/$60,000.

Uninsured Motorist Coverage Only is available only if the insured has purchased Bodily Injury Liability limits of $30,000/60,000. The limits of Uninsured Motorist Bodily Injury Coverage shall be $30,000/$60,000 unless the insured purchases a higher limit of Uninsured Motorist Bodily Injury Coverage but in no event shall an insurer be required to sell Uninsured Motorists Bodily Injury Coverage at limits that exceed $1,000,000/$1,000,000. The limit of Uninsured Motorist Property Damage Coverage shall equal the highest limit of liability for Property Damage Liability Coverage for any one vehicle insured under the policy, provided, however, that (1) the limits shall not be required to exceed $1,000,000 regardless of whether the highest limits of property damage liability coverage for any one vehicle insured under the policy exceed those limits and (2) a named insured may purchase lesser limits of Uninsured Motorist Property Damage Coverage but not less than the property damage liability limits required by North Carolina's financial responsibility law.

Each time a policy is issued or renewed, the insurer shall notify the named insured as provided in section **C.** of this Rule.

a. Rates

The per policy rates for Uninsured Motorists Coverage are as follows:

B.I. UM Coverage

	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 30/60	$ 18	$ 44
50/100	19	47
100/200	22	54
100/300	23	57
300/300	29	72
250/500	30	74
500/500	31	77
500/1,000	34	84
1,000/1,000	36	89

P.D. UM Coverage

	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 25,000	$ 2	$ 5
50,000	3	7
100,000	4	10
250,000	6	15
500,000	8	20
750,000	10	25
1,000,000	11	27

For limits other than those shown, charge the premium for the next higher limit.

* For the purposes of this rule, the term vehicle includes a private passenger auto, low speed vehicle, modified utility vehicle, motorcycle, golf cart or other miscellaneous type vehicle.

* These rates are not subject to modification under the provisions of any rating plan or other manual rule.

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14. MISCELLANEOUS COVERAGES (Cont'd)

b. Additional Persons

Bodily Injury Uninsured Motorists Coverage Only may be extended to an executive officer, partner or employee of the named insured provided such additional person does not own an auto.

The charge for each additional person shall be the single car policy rate shown above.

2. Non-Owners – (Class Code 990000)

a. A Named Non-Owner Liability Policy may be extended to provide Uninsured Motorists Coverage. The annual charge per policy shall be the single car policy rate shown above for the limits of coverage selected.

b. Bodily Injury Uninsured Motorists Coverage Only may be afforded to any person who does not own an auto and who is not otherwise afforded Uninsured Motorists Coverage.

Such coverage shall be written for a period of one year or three years. The charge for each person covered shall be the minimum limits single car policy rate multiplied by the following factor:

Policy Term	Factor
One Year	3.50
Three Years	5.50

B. Combined Uninsured/Underinsured Motorists Coverage

1. Owners – (Class Code – Refer to Statistical Plan)

Combined Uninsured/Underinsured Motorists Coverage shall be afforded under every auto liability policy insuring the owner of a motor vehicle registered or principally garaged in North Carolina.

Exceptions

This coverage shall not apply when a named insured has purchased a policy with Bodily Injury Liability Coverage limits not greater than $30,000/$60,000.

The limits of Uninsured/Underinsured Motorist Bodily Injury Coverage shall equal the highest limits of liability for Bodily Injury Liability Coverage for any one vehicle insured under the policy provided, however, that (1) the limits shall not be required to exceed $1,000,000/$1,000,000 regardless of whether the highest limits of bodily injury liability coverage for any one vehicle insured under the policy exceed those limits, (2) a named insured may purchase greater or lesser limits, except that the limits must exceed the bodily injury liability limits required by North Carolina's financial responsibility law, and in no event shall an insurer be required to sell combined uninsured/underinsured motorist bodily injury coverage at limits that exceed $1,000,000/$1,000,000, and (3) the limits shall be equal to the limits of uninsured motorist bodily injury coverage purchased. The limit of Uninsured Motorist Property Damage Coverage sold with Combined Uninsured/Underinsured Motorist Bodily Injury Coverage, shall equal the highest limit of liability for Property Damage Liability Coverage for any one vehicle insured under the policy, provided, however, that (1) the limits shall not be required to exceed $1,000,000 regardless of whether the highest limits of property damage liability coverage for any one vehicle insured under the policy exceed those limits and (2) a named insured may purchase lesser limits of Uninsured Motorist Property Damage Coverage but not less than the property damage liability limits required by North Carolina's financial responsibility law.

Each time a policy is issued or renewed, the insurer shall notify the named insured as provided in section **C.** of this Rule.

2. Rates

The per policy rates for Combined Uninsured/Underinsured Motorists Coverage are as follows:

	B.I. UM/UIM Coverage	
	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 50/100	$ 30	$ 74
100/200	54	133
100/300	66	163
300/300	92	228
250/500	108	267
500/500	148	366
500/1,000	167	413
1,000/1,000	187	462

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14. MISCELLANEOUS COVERAGES (Cont'd)

	P.D. UM/UIM Coverage	
	Single Vehicle* Policy	Multi-Vehicle* Policy
$ 25,000	$ 2	$ 5
50,000	3	7
100,000	4	10
250,000	6	15
500,000	8	20
750,000	10	25
1,000,000	11	27

For limits other than those shown, charge the premium for the next higher limit.

* For the purposes of this rule, the term vehicle includes a private passenger auto, low speed vehicle, modified utility vehicle, motorcycle, golf cart or other miscellaneous type vehicle.

These total rates are not subject to modification under the provisions of any rating plan or other manual rule.

C. Notice

Every insurer that sells motor vehicle liability policies shall, when issuing and renewing a policy, give reasonable notice to the named insured of all of the following:

1. The named insured is required to purchase uninsured motorist bodily injury coverage, uninsured motorist property damage coverage, and, if applicable, underinsured motorist bodily injury coverage.

2. The named insured's uninsured motorist bodily injury coverage limits shall be equal to the highest limits of bodily injury liability coverage for any one vehicle insured under the policy unless the insured elects to purchase greater or lesser limits for uninsured motorist bodily injury coverage.

3. The named insured's uninsured motorist property damage coverage limits shall be equal to the highest limits of property damage liability coverage for any one vehicle insured under the policy unless the insured elects to purchase lesser limits for uninsured motorist property damage coverage.

4. The named insured's underinsured motorist bodily injury coverage limits, if applicable, shall be equal to the highest limits of bodily injury liability coverage for any one vehicle insured under the policy unless the insured elects to purchase greater or lesser limits for underinsured motorist bodily injury coverage.

5. The named insured may purchase uninsured motorist bodily injury coverage and, if applicable, underinsured motorist coverage with limits up to one million dollars ($1,000,000) per person and one million dollars ($1,000,000) per accident.

The insurer shall be deemed to have given reasonable notice if it includes, in at least 12 point type, Form NC 03 40 02 10- Notice Of Right To Purchase Higher Limits of UM/UIM or substantially similar language as a notice accompanying the original and renewal declarations page or if it includes, in at least 12 point type, the same language as the language in said form, or substantially similar language, on the policy's original and renewal declarations page.

D. Deductible Insurance

1. Deductible Liability Insurance is not available for vehicles classified and rated in accordance with the rules of this Manual.

2. Collision Deductibles for Which No Premiums Are Shown

$ 25 Deduct. (071) – Charge 150% of the $50 Deduct. Collision Premium

$ 50 Deduct. (072) – Charge 102% of the $100 Deduct. Collision Premium

$ 200 Deduct. (073) – Charge 97% of the $100 Deduct. Collision Premium

$ 250 Deduct. (076) – Charge 96% of the $100 Deduct. Collision Premium

$ 500 Deduct. (077) – Charge 91% of the $100 Deduct. Collision Premium

$ 1,000 Deduct. (078) – Charge 81% of the $100 Deduct. Collision Premium

3. Comprehensive Deductibles for Which No Premiums Are Shown

$ 50 Deduct. (003) – Charge 96% of the Full Coverage Comprehensive Premium

$ 100 Deduct. (010) – Charge 93% of the Full Coverage Comprehensive Premium

$ 250 Deduct. (055) – Charge 84% of the Full Coverage Comprehensive Premium

$ 500 Deduct. (726) – Charge 70% of the Full Coverage Comprehensive Premium

$ 1,000 Deduct. (727) – Charge 58% of the Full Coverage Comprehensive Premium

4. Theft – $50 Deductible – Charge 75% of the Full Coverage Theft Rate.

E. Extended Transportation Expenses Coverage

1. Eligibility

Only policies providing Comprehensive Coverage may be afforded either Extended Transportation Expenses Coverage or Increased Limits Transportation Expenses Coverage.

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14. MISCELLANEOUS COVERAGES (Cont'd)

2. Rating

The rates for this coverage are not subject to classification rating or modification by any rating plan.

Coverage	Annual Rate Per Auto
$15/$450 Extended Transportation Expenses Coverage (Cov. Code 704)	$13
$30/$900 Increased Limits Transportation Expenses Coverage (Cov. Code 706)	$26
$50/$1,500 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 768)	$42
$75/$2,250 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 163)	$61
$100/$3,000 Additional Increased Limits Transportation Expenses Coverage (Cov. Code 164)	$79

3. Endorsement

Attach either Endorsement **NC 03 02** (which provides for only the first three available limits) or Endorsement **NC 03 14** (which provides for all available limits) to the policy.

F. Towing and Labor Costs

1. This coverage may be written only for Private Passenger Autos.

2. The available limit and rates are:

Limit Per Disablement	Rate – Per Car, Per Year
$ 25	$3
50	6
100	9
None (subject to coverage provisions)	20

3. Attach applicable endorsement.

G. Coverage For Damage To Your Auto – Coverage For Audio, Visual And Data Electronic Equipment

1. Coverage

Electronic equipment or devices that record, emit, amplify, receive or transmit audio, visual or data signals which are permanently installed by the vehicle's manufacturer are automatically covered under the policy without additional premium charge. Such equipment includes, but is not limited to:

a. Radios and stereos;

b. Tape decks;

c. Compact disk players or recorders;

d. Citizens band radios;

e. Telephones;

f. Two-way mobile radios;

g. Scanning monitor receivers;

h. Television monitor receivers;

i. Video cassette players or recorders;

j. Audio cassette players or recorders;

k. Personal computers; or

l. Digital videodisk players or recorders.

However, electronic equipment or devices that record, emit, amplify, receive or transmit audio, visual or data signals which are permanently installed by **other than** the vehicle's manufacturer are subject to a sublimit of $1,000. This sublimit may be increased to any one of the limits with the premiums per auto shown in the table below. Permanently installed means installed by bolts, brackets, or welding in a location in accordance with applicable laws and regulations for the installation of such equipment or device.

Coverage is not available for loss to:

- equipment designed or used to detect or deter radar, laser, or other speed monitoring equipment whether or not permanently installed; or
- tapes, records, discs or other media.

2. Rating

The provisions of Rule **4.** Classifications and Rule **5.** Safe Driver Insurance Plan do not apply for this coverage.

Maximum Limit Of Liability For Electronic Equipment	Premium Per Auto
$ 1,500	$ 30
2,000	60
2,500	90
3,000	120
3,500	150
4,000	180
4,500	210
5,000	240

For limits in excess of $5,000, charge an additional $30 per $500 of coverage.

3. Endorsement

Attach Coverage For Damage To Your Auto Customizing Equipment Coverage, Coverage For Audio, Visual And Data Electronic Equipment Endorsement **NC 03 15,** to the policy.

H. Auto Death Indemnity Or Benefits, Specific Disability Benefits And Total Disability Benefits Rates

1. Automobile Death Indemnity or Benefit, Specific Disability Benefits and Total Disability Benefits are available to any person under a policy affording auto bodily injury liability insurance with respect to an auto classified or rated as a private passenger auto.

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14. MISCELLANEOUS COVERAGES (Cont'd)

2. Annual rates per person insured:

a. Coverage **A** – Auto Death Indemnity or Benefit
(Class Code 904000)

Principal Sum	Annual Rate
$ 5,000	$ 2
10,000	4

b. Coverages **A** and **B** – Auto Death Indemnity or Benefit and Specific Disability Benefits

Dismemberment and Loss of Sight and Fractures and Dislocations. (Class Code 907000)

Principal Sum	Annual Rate
$ 5,000	$ 3
10,000	5

c. Coverage **C** – Total Disability Benefits – (Class Code 903000)

Weekly Indemnity	Annual Rate
$ 25	$ 3
35	3
50	6

d. Coverage **C** – Total Disability Benefits – Maximum 200 weeks.
(Class Code 905000)

Weekly Indemnity	Annual Rate
$ 25	$ 2
35	3
50	5

3. For the addition of one or more of the coverages to outstanding policies, charges per month, or fraction thereof, of 10% of the applicable annual rates shall be made. These charges shall be subject to a minimum total charge of $2 per policy or endorsement, and to a maximum total charge of the total of the annual rates for the coverages afforded.

I. Repair or Replacement Coverages

1. Five Year Coverage

a. Coverage for Damage to Your Auto can be changed from ACTUAL CASH VALUE to REPLACEMENT COST for losses caused by other than fire, theft, larceny, malicious mischief or vandalism.

b. Repair or Replacement Coverage is available:

(1) Only for autos purchased new.

(2) Only if this coverage is added within 60 days after purchase of the new auto. If the coverage is added after the date of purchase of the new auto, coverage does not become effective until the date of purchase of this coverage.

(3) Only if this coverage is maintained continuously on the auto.

(4) If the auto is not more than 5 years old. The age of the auto shall be determined by subtracting the year the endorsement was first added to the policy for that auto from the year of inception of the current annual period of the policy.

(5) Only if the collision and other than collision coverages are carried for the auto.

c. Rates

Charge 15% of the combined collision and other than collision premiums.

d. Attach Endorsement **NC 03 11.**

2. One Year Coverage

a. Coverage for Damage to Your Auto can be changed from ACTUAL CASH VALUE to REPLACEMENT COST.

b. Replacement Cost Coverage is available:

(1) Only for autos purchased new by the policyholder or applicant with less than 150 miles on the odometer.

(2) Only if this coverage is added within 60 days after the purchase of the new auto. If the coverage is added after the date of purchase of the new auto coverage does not become effective until the date of purchase of this coverage.

(3) Only if this coverage is maintained continuously on the auto.

(4) Only if collision and other than collision coverages are carried for the auto.

c. Rates

Charge 10% of the combined collision and other than collision premiums.

d. Duration of Coverage

This coverage will apply until one year from the date of purchase of the new auto or an odometer reading of 15,000 miles, whichever comes first.

e. Attach Endorsement **NC 03 12.**

J. Coverage for Rented Vehicles

1. Insurers may offer coverage for rented vehicles with every motor vehicle policy covering a motor vehicle registered in North Carolina. Attach the Coverage for Rented Vehicles endorsement to the policy.

2. Rating

a. To add Coverage for Rented Vehicles, charge an annual premium of $4 for personal auto liability policies which provide both comprehensive and collision coverages.

b. To add Coverage for Rented Vehicles, charge an annual premium of $16 for personal auto liability policies which do not provide both comprehensive and collision coverages.

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14. MISCELLANEOUS COVERAGES (Cont'd)

c. The premium for Coverage for Rented Vehicles is not subject to classification or modification by any rating plan.

3. Cancellation

If Coverage for Rented Vehicles is cancelled by the insured, the entire annual premium shall be fully earned by the company.

K. Original Equipment Manufacturer (OEM) Parts Loss Settlement

1. Coverage

A loss settlement Original Equipment Manufacturer (OEM) Parts coverage option may be made available when physical damage coverage is afforded under a policy. The OEM parts loss settlement option is subject to the following:

a. If a repair results in the replacement of exterior sheet metal and/or exterior plastic parts, OEM parts shall be used if such parts are available.

If OEM parts are not available, non-OEM parts may be used.

b. If a repair results in the replacement of any damaged parts other than exterior sheet metal and/or exterior plastic parts, the insurer may require or specify the use of non-OEM parts.

2. Rating

Charge 5% of the otherwise applicable premium for Comprehensive and 5% of the otherwise applicable premium for Collision coverages.

3. Endorsement

Attach the Loss Settlement – Original Equipment Manufacturer Parts Endorsement to the policy.

L. Coverage For Damage To Your Auto – Customizing Equipment Coverage

1. Coverage

Custom furnishings or equipment are automatically covered under the policy up to $1,000 without additional premium charge. This limit may be increased.

Custom furnishings or equipment includes, but is not limited to:

a. Special carpeting and insulation, furniture or bars;

b. Facilities for cooking and sleeping;

c. Height extending roofs or ladders;

d. Custom windows, murals, paintings or other decals or graphics;

e. Tool boxes and fifth wheel conversions;

f. Side exhausts and headers;

g. Winches and roll bars;

h. Special wheels/tires; or

i. Body or suspension alterations.

Note

The optional coverage buybacks for customized furnishings or equipment that are described in **2.** below do not apply to the following:

- Camper bodies (refer to Rule **19.A.**); and
- Caps, covers or bedliners.

2. Rating

a. The provisions of Rule **4.** Classifications and Rule **5.** Safe Driver Insurance Plan do not apply for this coverage.

b. The $1,000 limit for custom furnishings or equipment may be increased to any one of the limits with premiums per auto shown below.

Maximum Limit of Liability For Customizing Equipment	Premium Per Auto
$ 2,000	$ 70
3,000	120
4,000	170
5,000	210
6,000	240
7,000	270
8,000	300
9,000	320
10,000	340
11,000	360
12,000	380
13,000	400
14,000	420
15,000	440
16,000	460
17,000	480
18,000	500
19,000	520
20,000	540

For limits in excess of $20,000, charge $20 per $1000 of coverage.

3. Endorsement

Attach Coverage For Damage To Your Auto Customizing Equipment Coverage, Coverage For Audio, Visual And Data Electronic Equipment Endorsement **NC 03 15,** to the policy.

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14. MISCELLANEOUS COVERAGES (Cont'd)

The following section is added to this rule:

M. Foster Child Named Driver Exclusion

1. Requirements

An insurer may, at the request of the named insured, exclude under a policy of motor vehicle insurance a specific individual from certain coverages when a motor vehicle is operated by the specifically excluded individual. The excluded driver must be a foster child and a resident of the named insured's household and must be in the custody of the named insured. In addition, the foster child must be insured under an in-force policy of automobile insurance which, at a minimum, must provide liability coverage at limits equal to or greater than the minimum limits required by G. S. 20-279.21. This policy of insurance requirement may be satisfied by purchasing a Named Non-Owner Policy or a Personal Auto Policy.

2. Additional Requirements

a. The Foster Child Named Driver Exclusion Endorsement shall remain in effect:

(1) For the term of the policy; and

(2) For each renewal, reinstatement, substitute, modified, replacement or amended policy; unless discontinued by the insurer or insured.

b. If a Foster Child Named Driver Exclusion Endorsement is attached to the policy:

(1) The premiums charged shall not reflect the claim experience, driving record or rating classification of the named excluded driver with respect to the excluded coverage(s).

(2) The named excluded driver shall not be listed as an operator of any auto covered under the policy.

c. If a loss payee is shown in the policy and Collision Coverage or Other Than Collision Coverage is excluded under the Foster Child Named Driver Exclusion Endorsement, the loss payee shall be sent a notice indicating that the policy contains a named driver exclusion which excludes Collision Coverage or Other Than Collision Coverage.

3. Endorsement

Attach the Foster Child Named Driver Exclusion Endorsement to the policy.

N. TRANSPORTATION NETWORK DRIVER COVERAGE – NORTH CAROLINA REINSURANCE FACILITY BUSINESS ONLY

(This Rule applies only to those policies ceded to the North Carolina Reinsurance Facility.)

1. Coverage

Limited Transportation Network Driver Coverage (No Passenger) provides an option to purchase coverage for participation as a transportation network driver for the period of time from when the driver logs into a "transportation network platform" up until the driver accepts a request through the "transportation network platform" to transport a passenger.

2. Rating

a. Liability And Medical Payments Coverages

Use the TNC primary rating factor from the Primary Classification Rating Factors table instead of the otherwise applicable primary classification usage factor. All other provisions of this manual apply where applicable.

b. Uninsured Motorists And Combined Uninsured/Underinsured Motorists Coverages

Charge the otherwise applicable premium for Uninsured Motorists Coverage or Combined Uninsured/Underinsured Motorists Coverage. Refer to Rule **14.**

3. Endorsement

Attach Endorsement **PP 55 45** – Limited Transportation Network Driver Coverage (No Passenger) Endorsement to the policy.

O. Delivery Coverage

1. Coverage

Delivery Coverage provides an option to purchase coverage for an auto used for the delivery of food, goods, items or products, including, but not limited to, coverage for an auto used by an insured who is logged into a delivery network platform as a driver to provide delivery services.

2. Rating

a. Liability, Medical Payments, Collision and Comprehensive Coverages

Charge 25% of the otherwise applicable premium for Liability, Medical Payments, Collision and Comprehensive Coverages. All other provisions of this manual apply where applicable.

b. Uninsured Motorists And Combined Uninsured/Underinsured Motorists Coverages

Charge the otherwise applicable premium for Uninsured Motorists Coverage or Combined Uninsured/Underinsured Motorists Coverage. Refer to Rule **14.**

3. Endorsement

Attach Endorsement **NC 03 38** – Delivery Coverage to the policy.

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15. CERTIFIED RISKS – FINANCIAL RESPONSIBILITY LAWS

For risks rated in accordance with the Personal Auto Manual for which the insured requests the company to certify the policy in accordance with financial responsibility laws, a fee of $25 will be added to the total liability premium. This fee applies per driver and shall be applied each time the company provides such certification. The fee is non-refundable.

16. NAMED NON-OWNER POLICY

A. The Named Non-Owner Policy may be used for individuals who do not own an auto, provided that:

1. There is no insured auto in the household available for such individual's regular use; and

2. Such individual is not eligible to be covered on the same policy as the owner of any insured auto in the household.

B. Rates

1. Liability and Medical Payments Coverage

a. For individuals who have a driver's license, charge 100% of the premium that would apply if such individual owned an auto.

b. For individuals who do not have a driver's license, charge 360% of the premium that would apply if such individual owned an auto, but do not apply any inexperienced operator surcharge.

2. Uninsured Motorists Insurance and Underinsured Motorists Insurance

Refer to Rule **14.**

C. Attach the named non-owner coverage endorsement.

17. EXTENDED NON-OWNED LIABILITY COVERAGE (PERSONAL AUTO POLICY ONLY)

If Liability Coverage is extended under the Extended Non-owned Coverage For Named Individual Endorsement, Medical Payments Coverage may also be similarly extended. Medical Payments shall be provided at the same limits as the Medical Payments limit of policy to which this endorsement is attached. Liability/Medical Payments Coverage may be extended to an individual described below:

A. The insured named in the policy, including the spouse if a resident of the same household, or a resident relative who is furnished an auto for regular use but is NOT employed by a garage:

1. If primary Liability/Medical Payments Insurance is in effect or if the auto is used in the business of the United States Government, charge the following percentage of the Base Rate(s) for the applicable coverage(s).

Primary Liability/Medical Payments Insurance In Effect	
Person(s) Named	**Percentage Charge**
Named Individual And Spouse	18%
Named Individual And Resident Relatives (Including Named Individual's Spouse)	20%

2. If there is no primary Liability/Medical Payments Insurance in effect, charge the following percentage of the applicable premium(s) that would apply as if the insured owned the auto being covered.

No Primary Liability/Medical Payments Insurance In Effect	
Person(s) Named	**Percentage Charge**
Named Individual And Spouse	90%
Named Individual And Resident Relatives (Including Named Individual's Spouse)	100%

B. The insured named in the policy, including the spouse if a resident of the same household, or a resident relative who is furnished an auto for regular use and is employed by a garage:

1. When garage has no Liability/Medical Payments Insurance charge 170% of Base Rate for Liability/Medical Payments Coverage.

2. When garage has Liability /Medical Payments Insurance, refer to Company.

18. INCREASED LIMITS

A. The tables in Sections **B.** and **C.** below contain the factors to be applied to the appropriate basic limits rates for Bodily Injury or Property Damage Liability.

Refer to company for limits not displayed in these tables.

B. 30/60 Split Limit Bodily Injury Liability Increased Limits Table

Applicable to 30/60 Split Limit Bodily Injury Liability Rates Only:

Total Limits	Factor
$ 30/60	1.00
50/100	1.23
100/100	1.39
100/200	1.49
100/300	1.50
300/300	1.78
250/500	1.83
500/1,000	2.07
1,000/1,000	2.20
1,000/2,000	2.28

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18. INCREASED LIMITS (Cont'd)

C. $25,000 Property Damage Liability Increased Limits Table

Applicable to $25,000 Property Damage Liability Rates Only:

Limit	Factor	Limit	Factor
25,000	1.000	250,000	1.095
35,000	1.008	500,000	1.182
50,000	1.016	750,000	1.247
100,000	1.048	1,000,000	1.326

D. Medical Payments Increased Limits

Applicable to $500 Medical Payments Rates Only:

Total Medical Payments Limits	Factor
$ 750	1.45
1,000	1.83
2,000	2.98
3,000	3.73
5,000	4.62
10,000	5.74
25,000	7.25
50,000	8.38
75,000	8.89
100,000	9.12

E. Single Limit Coverages

The premium for single limit liability coverages shall be calculated as follows:

1. Apply a single discount of 3% to both the Bodily Injury and the Property Damage normal factors for separate limits equal to the desired single limit.

2. Calculate the separate Bodily Injury and Property Damage premiums, the sum of which is the combined premium.

19. MISCELLANEOUS TYPES

A. Trailers Designed for Use with Private Passenger Autos

Coverage may be provided for:

1. Recreational Trailers

Non-self-propelled units equipped as living quarters (including cooking, dining, plumbing or refrigeration facilities).

To be eligible for coverage, insured must maintain a separate and permanent residence other than the recreational trailer.

Note

1. Camper trailers shall be rated as Recreational Trailers.

2. A portable camper body used with a pickup truck shall be rated as a Recreational Trailer. The pickup truck shall be rated in accordance with Rule **4.**

2. Other Trailers

All non-self-propelled units not included above.

Liability and Medical Payments Coverages

A Personal Auto Policy affording Liability and Medical Payments Coverage also covers trailers as described above for these coverages without additional premium charge and without specific description of the trailers when used with a private passenger auto.

Other Policies affording Liability and Medical Payments Coverage will also provide this coverage for trailers without additional premium charge and without specific description of the trailer except when the trailer is used with any auto owned or hired by the insured and not covered by like insurance in the company.

Refer to company for rates applicable to a trailer described above if:

1. Used with any auto owned or hired by the insured and not covered by like insurance in the company, or

2. No auto is owned by the insured.

Medical Payments Insurance

Medical payments insurance is available for a home trailer, office trailer, store trailer or display trailer, if used with a private passenger auto.

The rate shall be three times the medical payments rate for the applicable private passenger classification for the territory in which the risk is located.

Farm Wagons and Farm Implements:

Coverage is afforded without additional charge for farm wagons or farm implements when attached to private passenger type autos.

Physical Damage Coverages Only

Trailers are to be insured as separate items with separate premiums shown for each unit. If deductible coverage is written, the deductible shall apply separately to each unit. Attach Coverage For Damage To Your Auto (Maximum Limit Of Liability) Endorsement **NC 03 08.**

1. Recreational Trailers – All Classes – Entire State

a. Contents

(1) Auto Home Contents Coverage for Fire and Lightning and Combined Additional Coverage (including or excluding malicious mischief and vandalism) may be added.

Fire – Charge fire rate applicable to Mobilehome Insured.

Combined Additional Coverage Including Malicious Mischief and Vandalism – 25 cents per $100.

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19. MISCELLANEOUS TYPES (Cont'd)

Combined Additional Coverage Excluding Malicious Mischief and Vandalism – 20 cents per $100.

Apply to company for endorsement.

(2) Auto Home Coverage for TV antennas, awnings, and cabanas or equipment designed to create additional living facilities may be added.

Covered Property Coverage – $50 Deductible – (Coverage Code 069) Charge $1.45.

Coverage Property Coverage – $100 Deductible – (Coverage Code 069) Charge $1.15.

Attach Applicable Endorsement.

b. Fire Rate – (new & old) – $0.45

c. Theft Rate – (new & old) – $0.10

d. Windstorm Rate – (new & old) – $0.05

e. Combined Additional Coverage without Malicious Mischief and Vandalism Rate – (new & old) – $0.10

f. Combined Additional Coverage with Malicious Mischief and Vandalism Rate – (new & old) – $0.15

g. Comprehensive

Full Coverage	(Cov. Code 01) –	$1.45
$ 50 Deductible	(Cov. Code 03) –	1.25
$ 100 Deductible	(Cov. Code 10) –	1.10
$ 250 Deductible	(Cov. Code 055) –	0.95
$ 500 Deductible	(Cov. Code 726) –	0.75
$1,000 Deductible	(Cov. Code 727) –	0.50

h. Collision Premiums – All Classes – Entire State

	Deductibles											
Original Cost New	**$50**		**$100**		**$200**		**$250**		**$500**		**$1000**	
	New	**Old**	**New**	**Old**	**New**	**Old**	**New**	**Old**	**New**	**Old**	**New**	**Old**
0 – 600	$ 24	$ 19	$ 10	$ 8	$ 9	$ 7	$ 7	$ 6	$ 6	$ 5	$ 5	$ 4
601 – 800	26	21	12	9	11	9	8	6	7	6	6	5
801 – 1,050	29	23	13	10	12	10	9	7	8	6	7	6
1,051 – 1,300	31	25	15	12	14	11	10	8	9	7	8	6
1,301 – 1,600	34	27	18	14	16	13	13	10	11	9	9	7
1,601 – 1,900	37	30	20	16	18	14	15	12	12	10	10	8
1,901 – 2,400	42	34	23	18	21	17	18	14	14	11	12	10
2,401 – 3,000	47	38	28	22	25	20	21	17	17	14	14	11
3,001 – 4,000	56	45	34	27	31	25	25	20	20	16	17	14
4,001 – 5,000	66	53	42	34	38	30	30	24	25	20	21	17
5,001 – 6,000	77	62	50	40	45	36	35	28	30	24	25	20
6,001 – 7,000	87	70	58	46	52	42	41	33	35	28	29	23
7,001 – 8,000	98	78	66	53	59	47	46	37	40	32	33	26
8,001 – 9,000	108	86	74	59	67	54	52	42	44	35	37	30
9,001 – 10,000	119	95	82	66	74	59	57	46	49	39	41	33

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19. MISCELLANEOUS TYPES (Cont'd)

(1) "New" means purchased new not more than 18 months prior to date insurance attaches.

"Old" – All Others

(2) For Recreational Trailers having a cost exceeding $10,000, the indicated premiums for the $9,001 to $10,000 group shall be increased 10% per $1,000 or fractions thereof in excess of $10,000.

(3) The premiums shown above are subject to a retained Minimum Premium equal to 25% of the annual premium applicable.

2. All Other Trailers – All Classes – Entire State

All Non-Self-Propelled Units Not Included in Paragraph 1. Above.

Rates Per $100 of Insurance

Coverage	Rates
Fire	$0.10
Theft	0.05
Windstorm	0.05
Combined Additional Coverage without Malicious Mischief & Vandalism	0.10
Combined Additional Coverage with Malicious Mischief & Vandalism	0.15
Comprehensive – Full Coverage – (Cov. Code 01)	0.55
Comprehensive – $50 Deductible – (Cov. Code 03)	0.37

COLLISION PREMIUMS – ALL CLASSES – ENTIRE STATE

Original Cost New at Factory	$25 Deduct.	$50 Deduct.	$100 Deduct.
$ 0 – $ 400	$ 7	$ 4	$ 3
401 – 600	9	6	5
601 – 800	12	8	6
801 – 1,000	15	10	8
1,001 – 1,500	23	15	12
1,501 – 2,000	29	19	15
2,001 – 2,500	35	23	18
2,501 – 3,000	41	27	22
Each Additional $500 Over $3,000	5	4	3

B. Motorcycles, Motorscooters, Motorbikes, Mopeds And Other Similar Motor Vehicles Not Used For Commercial Purposes

1. With respect to voluntary risks and "clean risks" ceded to the North Carolina Reinsurance Facility, determine the appropriate premium by:

a. Applying the following factors to the applicable voluntary private passenger Bodily Injury, Property Damage and Medical Payments∗ Coverage base premiums to determine the motorcycle base premium for each coverage.

Engine Size Cubic Centimeters (cc)	Bodily Injury and Property Damage	Medical Payments∗
0 – 499	0.11	0.34
500 – 1249	0.18	0.34
1250 – 1499	0.26	0.34
1500 – up	0.34	0.34

b. Determining the Driving Record Surcharge Premium for each coverage by multiplying the motorcycle base premium by the SDIP rating factor, as described in Rule **5.**

c. Adding the motorcycle base premium and Driving Record Surcharge Premium applicable to each coverage for the motorcycle.

For Uninsured Motorists Coverage and Combined Uninsured/Underinsured Motorists Coverage, charge the applicable private passenger premium shown in Rule **14.**

∗ **Note:** Medical Payments coverage for these vehicles is not eligible for cession to the North Carolina Reinsurance Facility

2. With respect to other than "clean risks" ceded to the North Carolina Reinsurance Facility, determine the appropriate premium by:

a. Applying the following factors to the applicable ceded private passenger Bodily Injury and Property Damage base premiums to determine the motorcycle base premium for each coverage.

Engine Size Cubic Centimeters (cc)	Bodily Injury and Property Damage
0 – 499	0.11
500 – 1249	0.18
1250 – 1499	0.26
1500 – up	0.34

b. Determining the Driving Record Surcharge Premium for each coverage by multiplying the motorcycle base premium by the SDIP rating factor, as described in Rule **5.**

c. Adding the motorcycle base premium and Driving Record Surcharge Premium applicable to each coverage for the motorcycle.

For Uninsured Motorists Coverage and Combined Uninsured/Underinsured Motorists Coverage, charge the applicable private passenger premium shown in Rule **14.**

Note

Medical Payments coverage for these vehicles is not eligible for cession to the North Carolina Reinsurance Facility.

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19. MISCELLANEOUS TYPES (Cont'd)

C. Snowmobiles

Snowmobiles and similar vehicles equipped for travel over ice and snow, used principally off public roads, shall be rated as follows:

Liability Coverages Only

(Class Code 967000) – Excluding Passenger Hazard

(Class Code 959000) – Including Passenger Hazard

1. Bodily Injury (excluding the passenger hazard) – $20, $30,000/60,000 limits.

Bodily Injury (including the passenger hazard) – $60, $30,000/60,000 limits.

2. Property Damage – $10, $25,000 limits

3. Medical Payments – $10, $500 per person (no other limits).

4. Uninsured Motorists Coverage

Charge rates shown in Rule **14.**

5. All rates apply for the period of coverage.

6. The applicable endorsement shall be attached to the policy.

Physical Damage Coverages Only
(Class Code 959000)

7. Comprehensive

$100 Deductible – $2.00 per $100.

8. Collision

$100 Deductible – $2.00 per $100.

Note

a. Only Stated Amount Coverage is available.

b. A snowmobile and trailer designed to be towed by the snowmobile shall be considered one unit for determining the deductible amount to any loss, provided said trailer is described in the schedule on the endorsement.

9. Attach Snowmobile Endorsement **NC 03 20** and Coverage For Damage To Your Auto (Maximum Limit of Liability) Endorsement **NC 03 08.**

10. All rates apply for the period of coverage.

D. Golf Carts

Golf carts not used for commercial purposes, with capacity to carry one or more persons.

Liability Coverages Only

1. Charge 25% of the applicable private passenger Base Premiums. (Class Code 943500) For Uninsured Motorists and Combined Uninsured/Underinsured Motorists Coverage charge rates shown in Rule **14.**

2. All rates apply for the period of coverage.

Physical Damage Coverages Only

Fire – $.60 per $100 of Insurance.
Theft – $.20 per $100 of Insurance.

Collision –

Original Cost New	$25 Ded.	$50 Ded.	$100 Ded.
$ 0 – 750	$16	$10	$ 8
751 & Over	24	15	10

E. Antique Autos

An antique auto is a motor vehicle of the private passenger type which is 25 or more years old that is maintained solely for use in exhibitions, club activities, parades and other functions of public interest, and occasionally used for other purposes.

Liability Coverages Only

Charge 40% of the private passenger base premiums. (Class Code 962000) For Uninsured Motorists and Combined Uninsured/Underinsured Motorist Coverage charge rates shown in Rule **14.**

Physical Damage Coverages Only

These vehicles are to be insured on Stated Amount basis only. The rates are as shown below (Class Code 962000). Attach Coverage For Damage To Your Auto (Maximum Limit Of Liability) Endorsement **NC 03 08.**

Rate Per $100 Of Insurance

Deductible	Comprehensive	Collision	Fire	Theft
$ 50	$1.25	$1.50	$.35	$.35
100	1.10	1.25	.31	.31
250	.96	1.00	.27	.27
500	.74	.75	.21	.21

F. Classic Autos

A classic auto is a motor vehicle of the private passenger type which is 10 or more years old and may be used on a regular basis. Its value is significantly higher than the average value of other autos of the same make and model year.

Liability, Medical Payments, Uninsured And Underinsured Motorists

Classify and rate as a private passenger auto.

Physical Damage

Attach Coverage For Damage To Your Auto (Maximum Limit Of Liability) Endorsement **NC 03 08.**

1. Determine the stated amount of coverage applicable to the vehicle.

2. Assign a symbol based on the stated amount, from the Price/Symbol Charts applicable to the current base model year in the Symbol and Identification Manual.

3. Classify and rate as a private passenger auto using the rate for the current base model year on the state rate pages.

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19. MISCELLANEOUS TYPES (Cont'd)

G. Low Speed Vehicles And Modified Utility Vehicles

1. Description

a. Low Speed Vehicles

A low speed vehicle is a four-wheel electric vehicle whose top speed is greater than 20 miles per hour but less than 25 miles per hour.

b. Modified Utility Vehicles

Modified Utility Vehicle is a four-wheeled motor vehicle that:

(1) Is manufactured or upfitted by a licensed manufacturer, dealer, or person or business otherwise engaged in vehicle manufacturing or modification for off-road use with equipment required by G.S. 20-121.1(2a) except a vehicle identification number; and

(2) Has an overall length of 110 inches or greater, an overall width of 58 inches or greater, an overall height of 60 inches or greater, a maximum speed capability of 40 miles per hour or greater, and does not require an operator or passenger to straddle a seat.

Modified utility vehicle does not include an all-terrain vehicle, golf cart, or utility vehicle, as defined in G.S. 20-4.01, or a riding lawn mower.

2. Rating

a. Liability Coverage

Charge 25% of the premium resulting from classifying and rating as a private passenger auto.

b. Medical Payments/PIP Coverage

Charge 35% of the premium resulting from classifying and rating as a private passenger auto.

c. Uninsured/Underinsured Motorists Coverage

Charge the applicable private passenger premium shown in Rule **14.**

d. Comprehensive And Collision Coverages

(1) Comprehensive

Charge 65% of the premium resulting from classifying and rating as a private passenger auto using a Symbol derived from the low speed vehicle's or modified utility vehicle's model year and Price New.

(2) Collision

Charge 55% of the premium resulting from classifying and rating as a private passenger auto using a Symbol derived from the low speed vehicle's or modified utility vehicle's model year and Price New.

3. Endorsement

Attach Low Speed Vehicle And Modified Utility Vehicle Endorsement **NC 03 24.**

20. FINANCED AUTOS

Financed autos shall be written at manual rates and minimum charges except for single interest coverages.

For single interest rates, rules and forms, refer to company.

21. RATING TERRITORIES

A. The Rate Pages display rates by territory.

B. A rating territory is a geographical area defined in terms of U.S. Postal Service (USPS) ZIP codes, as shown on the Territory Definitions pages.

1. Determine the applicable rating territory based on the ZIP code of the location of principal garaging of the vehicle. If the ZIP code of the mailing address differs from the ZIP code of the location of principal garaging, use the ZIP code of the garaging location to assign the rating territory.

2. An insured's rates shall not be changed solely because the United States Postal Service (USPS) changed his or her ZIP code and the physical boundaries of a rating territory shall be determined by the ZIP code boundaries in effect at the time of the latest filing defining the territory.

Territory boundaries in North Carolina are concurrent with USPS ZIP Code boundaries in effect as of July, 2014. If the USPS introduces a new ZIP code or realigns a ZIP code boundary after July, 2014, assign the rating territory based on the ZIP code boundary that formerly applied to the garaging address before the USPS changed the ZIP code.

22. INSTALLMENT PAYMENTS

The total premium for an auto policy is due and payable at the beginning of the policy period, unless the policy is issued on an installment payment basis in accordance with the following rules:

A. The first installment shall be due on the effective date of the policy and the due date of the last installment shall be no later than one month prior to the policy anniversary date.

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22. INSTALLMENT PAYMENTS (Cont'd)

B. An additional charge of $3.00 shall be made for each installment.

C. The premium paid to the company exclusive of the total installment payment charge shall never be less than the pro rata charge from the effective date of the policy to the due date of the next installment, where additional installments are to be paid, or to expiration of the policy where no further installments are due.

D. Flat cancellation shall be accepted on business written on an installment basis only if there has been no coverage under the policy and the policy is returned to the company within thirty days. In all other cases, a pro rata earned premium shall be due to the company.

E. This rule does not preclude the use of an installment payment plan which provides for deferring the due date of installment if the insurance is under suspension on the original due date.

23. EXCESS INDEMNITY POLICY

Bodily injury and property damage liability limits over primary limits may be afforded under an Excess Indemnity Policy with respect to an automobile classified and rated as a private passenger automobile. Primary insurance must be in force with respect to the automobile and the risk unable to obtain higher limits. If the company providing the excess limits coverage also provides the primary coverage to a risk, a letter of consent, signed by the insured, shall be secured and retained in the company's files. Refer to company for rating.

Bodily injury and property damage excess limits may be afforded separately or in conjunction with Medical Payments Insurance, Medical Payments Coverage is available on a $100 deductible basis only. Refer to company for rating.

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VOLUNTARY BUSINESS**

	BODILY INJURY				PROPERTY DAMAGE			MEDICAL PAYMENTS				
	LIMIT				LIMIT			LIMIT				
Terr.	30/60	50/100	100/300	300/300	$25,000	$50,000	$100,000	$500	$750	$1,000	$2,000	$5,000
110	$172	$212	$258	$306	$243	$247	$255	$13	$19	$24	$39	$60
120	197	242	296	351	232	236	243	17	25	31	51	79
130	227	279	341	404	245	249	257	19	28	35	57	88
140	314	386	471	559	287	292	301	28	41	51	83	129
150	252	310	378	449	298	303	312	20	29	37	60	92
170	174	214	261	310	250	254	262	17	25	31	51	79
180	193	237	290	344	291	296	305	21	30	38	63	97
190	185	228	278	329	295	300	309	16	23	29	48	74
200	241	296	362	429	299	304	313	22	32	40	66	102
210	182	224	273	324	213	216	223	17	25	31	51	79
220	269	331	404	479	243	247	255	22	32	40	66	102
230	325	400	488	579	259	263	271	25	36	46	75	116
240	278	342	417	495	255	259	267	23	33	42	69	106
250	266	327	399	473	328	333	344	28	41	51	83	129
260	221	272	332	393	282	287	296	21	30	38	63	97
270	169	208	254	301	282	287	296	14	20	26	42	65
280	269	331	404	479	347	353	364	25	36	46	75	116
290	225	277	338	401	314	319	329	19	28	35	57	88
300	152	187	228	271	268	272	281	14	20	26	42	65
310	138	170	207	246	228	232	239	12	17	22	36	55
320	172	212	258	306	240	244	252	14	20	26	42	65
340	254	312	381	452	321	326	336	23	33	42	69	106
350	172	212	258	306	258	262	270	15	22	27	45	69
360	206	253	309	367	260	264	272	19	28	35	57	88
370	235	289	353	418	304	309	319	21	30	38	63	97
380	264	325	396	470	329	334	345	21	30	38	63	97
390	194	239	291	345	302	307	316	17	25	31	51	79
420	361	444	542	643	388	394	407	38	55	70	113	176
440	245	301	368	436	323	328	339	24	35	44	72	111
450	286	352	429	509	337	342	353	24	35	44	72	111
460	187	230	281	333	285	290	299	16	23	29	48	74
470	222	273	333	395	282	287	296	17	25	31	51	79
480	141	173	212	251	223	227	234	12	17	22	36	55
490	140	172	210	249	241	245	253	13	19	24	39	60

* Including "clean risks" ceded to the North Carolina Reinsurance Facility.
See Premium Determination Rule for the definition of "clean risks".

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CEDED BUSINESS∗

	BODILY INJURY				PROPERTY DAMAGE			MEDICAL PAYMENTS				
	LIMIT				LIMIT			LIMIT				
Terr.	30/60	50/100	100/300	250/500	$25,000	$50,000	$100,000	$500	$750	$1,000	$2,000	$5,000
110	$283	$348	$425	$518	$385	$391	$403	$14	$20	$26	$42	$65
120	319	392	479	584	366	372	384	19	28	35	57	88
130	370	455	555	677	388	394	407	21	30	38	63	97
140	522	642	783	955	455	462	477	30	44	55	89	139
150	409	503	614	748	471	479	494	22	32	40	66	102
170	282	347	423	516	395	401	414	18	26	33	54	83
180	314	386	471	575	461	468	483	23	33	42	69	106
190	300	369	450	549	466	473	488	18	26	33	54	83
200	392	482	588	717	473	481	496	23	33	42	69	106
210	290	357	435	531	338	343	354	18	26	33	54	83
220	438	539	657	802	385	391	403	24	35	44	72	111
230	529	651	794	968	410	417	430	27	39	49	80	125
240	452	556	678	827	403	409	422	25	36	46	75	116
250	433	533	650	792	519	527	544	30	44	55	89	139
260	358	440	537	655	446	453	467	23	33	42	69	106
270	275	338	413	503	445	452	466	16	23	29	48	74
280	437	538	656	800	548	557	574	27	39	49	80	125
290	366	450	549	670	496	504	520	20	29	37	60	92
300	246	303	369	450	424	431	444	15	22	27	45	69
310	224	276	336	410	361	367	378	13	19	24	39	60
320	280	344	420	512	379	385	397	15	22	27	45	69
340	414	509	621	758	507	515	531	25	36	46	75	116
350	278	342	417	509	408	415	428	16	23	29	48	74
360	335	412	503	613	411	418	431	21	30	38	63	97
370	382	470	573	699	482	490	505	23	33	42	69	106
380	430	529	645	787	520	528	545	23	33	42	69	106
390	316	389	474	578	479	487	502	18	26	33	54	83
420	587	722	881	1,074	612	622	641	42	61	77	125	194
440	398	490	597	728	510	518	534	26	38	48	77	120
450	466	573	699	853	533	542	559	27	39	49	80	125
460	304	374	456	556	451	458	473	18	26	33	54	83
470	361	444	542	661	446	453	467	19	28	35	57	88
480	228	280	342	417	353	359	370	14	20	26	42	65
490	226	278	339	414	382	388	400	15	22	27	45	69

∗ Excluding "clean risks" as defined under the Premium Determination Rule.

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TERRITORY 110

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	44	43	42	40	39	38	36	34	32	31	29	27	1	34	1	12
2	58	56	55	54	51	48	47	46	43	40	39	36	2	46	2	15
3	72	71	68	66	63	60	59	56	54	51	48	44	3	52	3	20
4	83	82	79	76	74	71	68	64	62	59	56	51	4	58	4	24
5	92	91	88	86	82	79	76	72	68	66	63	58	5	66	5	28
6	103	101	98	95	91	87	84	80	76	72	70	63	6	74	6	38
7	114	111	109	106	101	96	94	88	84	80	78	71	7	80	7	46
8	122	121	117	113	109	103	101	95	91	86	83	76	8	87	8	54
10	133	130	126	122	117	113	109	103	98	94	90	82	10	94	10	68
11	141	138	134	130	125	119	115	110	105	99	95	87	11	102	11	83
12	147	145	141	137	131	125	121	115	110	105	101	91	12	111	12	96
13	153	150	146	142	135	130	126	119	114	109	103	95	13	119	13	114
14	161	157	153	149	142	135	131	125	119	113	109	99	14	129	14	134
15	168	165	159	154	149	142	137	131	125	118	113	103	15	142	15	162
16	174	172	166	161	154	147	143	137	130	123	118	109	16	155	16	197
17	181	178	173	168	161	154	149	142	135	127	123	113	17	173	17	236
18	189	185	180	174	168	159	154	147	141	133	127	117	18	188	18	281
19	194	190	185	180	172	165	159	151	145	137	131	121	19	205	19	336
20	200	196	190	185	177	169	163	155	149	141	135	123	20	228	20	399
21	206	202	197	192	184	176	169	162	154	146	139	129	21	253	21	552
22	213	209	202	196	188	180	174	166	158	150	143	131	22	285		
23	220	216	209	202	194	186	180	172	163	154	149	135	23	320		
24	225	221	214	208	200	190	185	176	168	158	153	139	24	370		
25	232	228	221	214	205	197	190	181	173	163	157	143	25	456		
26	240	235	228	221	212	202	196	186	178	169	162	149	26	559		
27	247	241	235	228	218	209	202	193	184	174	166	153				
28	255	249	243	236	225	216	209	198	189	180	173	158				
29	263	259	251	243	233	222	216	205	196	185	178	163				
30	271	265	257	249	240	229	221	210	201	190	182	168				
31	279	273	265	257	247	236	228	217	206	197	189	173				
32	287	281	273	265	255	244	235	224	213	202	194	178				
33	296	289	281	273	261	251	243	230	220	208	200	184				
34	303	296	288	280	268	256	248	236	225	213	205	188				
35	310	304	295	285	275	263	253	241	230	218	209	192				
36	318	312	303	293	281	269	260	248	236	224	214	197				
37	330	323	314	304	292	279	269	257	245	232	222	204				
38	342	335	326	316	303	289	280	267	255	241	232	212				
39	354	347	336	326	312	299	289	276	263	249	239	218				
40	364	358	347	336	323	310	299	284	271	257	247	225				
41	377	370	359	348	334	320	308	295	280	265	255	233				
42	389	381	370	359	344	330	318	303	288	273	263	240				
43	399	393	381	369	354	339	327	312	297	281	271	248				
44	411	403	391	379	364	348	336	320	306	289	277	255				
45	422	414	402	390	374	358	346	330	314	297	285	261				
46	437	427	415	403	386	370	358	340	324	307	295	271				
47	450	442	429	415	399	382	369	351	335	318	304	279				
48	465	456	442	429	411	394	381	363	344	327	314	288				
49	478	469	456	442	423	406	391	374	355	338	323	296				
50	490	481	468	454	436	417	402	383	364	346	332	304				
51	505	496	481	466	448	429	414	394	375	356	342	312				
52	519	509	494	480	460	440	425	406	386	366	351	322				
53	532	521	507	492	472	450	436	415	395	375	359	330				
54	553	543	527	511	489	469	453	431	411	390	374	342				
55	580	568	552	536	513	492	474	453	430	409	393	359				
56	611	599	582	564	541	517	500	477	454	430	413	378				
57	645	632	614	595	571	547	528	504	478	454	436	399				

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TERRITORY 110

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	695	682	662	642	615	590	570	543	516	490	470	430				
59	771	756	734	713	683	654	631	602	572	544	521	477				
60	854	838	813	789	757	724	699	667	634	602	578	529				
61	933	915	888	862	827	791	764	729	693	658	631	578				
62	1006	986	958	930	891	852	824	785	748	709	681	623				
63	1080	1060	1029	998	957	917	884	844	803	761	730	669				
64	1154	1132	1099	1065	1022	978	945	900	858	813	780	714				
65	1229	1205	1170	1135	1088	1041	1006	959	913	866	831	760				
66	1340	1315	1276	1237	1186	1135	1097	1047	996	943	906	829				
67	1487	1459	1416	1374	1317	1261	1218	1162	1104	1048	1005	921				
68	1635	1604	1557	1510	1449	1386	1339	1277	1214	1152	1106	1012				
69	1782	1749	1698	1647	1579	1512	1461	1392	1324	1257	1206	1104				
70	1931	1893	1838	1784	1710	1636	1581	1508	1434	1360	1305	1195				
71	2078	2038	1979	1920	1841	1762	1702	1623	1544	1465	1406	1286				
72	2226	2183	2120	2057	1971	1887	1824	1738	1654	1569	1505	1378				
73	2373	2329	2261	2192	2102	2011	1944	1853	1763	1672	1605	1470				
74	2522	2474	2401	2329	2234	2137	2065	1968	1873	1777	1704	1561				
75	2669	2618	2542	2466	2364	2262	2186	2085	1983	1881	1805	1652				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	285	273	256	238	221	209	192	180	168	157	145	122	1	157	1	76
2	378	366	343	320	296	279	256	238	227	209	198	163	2	180	2	93
3	413	395	372	349	325	302	279	261	244	227	209	174	3	209	3	116
4	482	465	436	407	378	354	325	308	291	267	250	203	4	227	4	128
5	529	511	476	442	413	383	360	331	314	291	273	227	5	238	5	151
6	552	535	500	465	436	407	378	349	331	302	285	232	6	250	6	163
7	581	558	523	488	453	424	395	366	343	320	296	244	7	261	7	180
8	604	587	546	505	476	442	413	383	360	331	314	256	8	273	8	215
10	627	604	564	523	488	459	424	395	372	343	320	267	10	291	10	250
11	645	622	581	540	505	471	436	407	383	354	331	273	11	308	11	273
12	668	645	604	564	523	488	453	424	401	366	343	285	12	314	12	302
13	691	662	622	581	540	505	465	436	413	378	354	291	13	325	13	325
14	709	686	639	593	558	517	482	447	424	389	366	302	14	349	14	360
15	720	697	651	604	564	529	488	453	430	395	372	308	15	366	15	389
16	726	703	657	610	569	535	494	459	436	401	372	308	16	378	16	430
17	744	715	668	622	581	540	500	471	442	407	383	314	17	395	17	453
18	761	732	686	639	598	558	517	482	453	418	389	320	18	413	18	494
19	773	744	697	651	604	564	523	488	459	424	395	325	19	436	19	523
20	796	767	715	662	622	581	535	500	471	436	407	337	20	447	20	558
21	813	784	732	680	639	593	552	511	482	447	418	343	21	465	21	633
22	825	796	744	691	645	604	558	523	488	453	424	349	22	494		
23	837	808	755	703	657	610	569	529	500	459	430	354	23	511		
24	860	825	773	720	674	627	581	540	511	471	442	366	24	535		
25	866	831	779	726	680	633	587	546	511	476	442	366	25	575		
26	877	848	790	732	686	639	593	552	523	482	453	372	26	627		
27	889	860	802	744	697	651	604	564	529	488	459	378				
28	895	866	808	749	703	657	604	564	535	494	459	378				
29	912	877	819	761	715	662	616	575	540	500	465	383				

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TERRITORY 110

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	918	883	825	767	720	668	622	575	546	505	471	389				
31	930	895	837	779	726	680	627	587	552	511	476	395				
32	947	912	854	796	744	691	639	598	564	523	488	401				
33	959	924	866	808	755	703	651	604	569	529	494	407				
34	976	941	877	813	761	709	657	616	581	535	500	413				
35	988	953	889	825	773	720	668	622	587	540	505	418				
36	999	964	901	837	784	732	674	633	593	552	511	424				
37	1017	982	918	854	796	744	691	645	604	558	523	430				
38	1034	994	930	866	808	755	697	651	616	569	529	436				
39	1040	999	935	872	813	755	703	657	616	569	535	442				
40	1052	1011	947	883	825	767	709	662	627	575	540	447				
41	1063	1028	959	889	837	779	720	674	633	587	546	453				
42	1075	1040	970	901	842	784	726	680	639	593	552	453				
43	1092	1052	982	912	854	796	738	686	651	598	558	459				
44	1098	1057	988	918	860	802	744	691	651	604	564	465				
45	1116	1075	1005	935	877	813	755	703	662	616	575	471				
46	1127	1086	1017	947	883	825	761	715	674	622	581	476				
47	1139	1098	1028	959	895	831	773	720	680	627	587	482				
48	1156	1116	1040	964	906	842	779	726	686	633	593	488				
49	1168	1127	1052	976	912	854	790	738	691	639	598	494				
50	1179	1139	1063	988	924	860	796	744	703	651	604	500				
51	1191	1150	1075	999	935	872	808	755	709	657	610	505				
52	1197	1156	1081	1005	941	877	813	755	715	657	616	505				
53	1214	1168	1092	1017	953	883	819	767	720	668	622	511				
54	1226	1179	1104	1028	959	895	831	773	726	674	627	517				
55	1243	1203	1121	1040	976	906	842	784	738	686	639	529				
56	1267	1220	1139	1057	994	924	854	796	749	697	651	535				
57	1290	1243	1162	1081	1011	941	872	813	767	709	662	546				
58	1330	1278	1197	1116	1040	970	901	837	790	732	680	564				
59	1383	1330	1243	1156	1081	1005	935	872	819	761	709	587				
60	1441	1389	1296	1203	1127	1052	970	906	854	790	738	610				
61	1482	1429	1336	1243	1162	1081	1005	935	883	813	761	627				
62	1516	1458	1365	1272	1185	1104	1023	959	901	831	779	639				
63	1540	1487	1389	1290	1208	1127	1040	970	918	848	790	651				
64	1575	1516	1418	1319	1232	1150	1063	994	935	866	808	668				
65	1604	1545	1447	1348	1261	1174	1086	1011	953	883	825	680				
66	1650	1592	1487	1383	1296	1203	1116	1040	982	906	848	697				
67	1714	1656	1545	1435	1342	1249	1162	1081	1023	941	883	726				
68	1778	1714	1604	1493	1394	1301	1203	1121	1057	976	912	755				
69	1842	1778	1662	1545	1447	1348	1249	1162	1098	1011	947	779				
70	1911	1842	1720	1598	1499	1394	1290	1203	1133	1052	982	808				
71	1975	1900	1778	1656	1545	1441	1336	1243	1174	1086	1011	837				
72	2039	1964	1836	1708	1598	1487	1377	1284	1214	1121	1046	866				
73	2103	2028	1894	1760	1650	1534	1423	1325	1249	1156	1081	889				
74	2167	2092	1952	1813	1697	1580	1464	1365	1290	1191	1116	918				
75	2231	2150	2010	1871	1749	1627	1511	1406	1325	1226	1145	947				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TterritORY 120

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	75	73	70	68	66	64	61	57	54	52	50	45	1	57	1	20
2	98	95	93	91	86	82	79	77	73	68	66	61	2	77	2	25
3	123	120	116	111	107	102	100	95	91	86	82	75	3	89	3	34
4	141	138	134	129	125	120	116	109	104	100	95	86	4	98	4	41
5	157	154	150	145	138	134	129	123	116	111	107	98	5	111	5	48
6	175	170	166	161	154	148	143	136	129	123	118	107	6	125	6	64
7	193	188	184	179	170	163	159	150	143	136	132	120	7	136	7	77
8	207	204	197	191	184	175	170	161	154	145	141	129	8	148	8	91
10	225	220	213	207	197	191	184	175	166	159	152	138	10	159	10	116
11	238	234	227	220	211	202	195	186	177	168	161	148	11	173	11	141
12	250	245	238	232	222	211	204	195	186	177	170	154	12	188	12	163
13	259	254	247	241	229	220	213	202	193	184	175	161	13	202	13	193
14	272	266	259	252	241	229	222	211	202	191	184	168	14	218	14	227
15	284	279	270	261	252	241	232	222	211	200	191	175	15	241	15	275
16	295	291	281	272	261	250	243	232	220	209	200	184	16	263	16	334
17	306	302	293	284	272	261	252	241	229	216	209	191	17	293	17	400
18	320	313	304	295	284	270	261	250	238	225	216	197	18	318	18	477
19	329	322	313	304	291	279	270	257	245	232	222	204	19	347	19	570
20	338	331	322	313	300	286	277	263	252	238	229	209	20	386	20	676
21	350	343	334	325	311	297	286	275	261	247	236	218	21	429	21	935
22	361	354	343	331	318	304	295	281	268	254	243	222	22	484		
23	372	365	354	343	329	316	304	291	277	261	252	229	23	543		
24	381	375	363	352	338	322	313	297	284	268	259	236	24	627		
25	393	386	375	363	347	334	322	306	293	277	266	243	25	772		
26	406	397	386	375	359	343	331	316	302	286	275	252	26	947		
27	418	409	397	386	370	354	343	327	311	295	281	259				
28	431	422	411	400	381	365	354	336	320	304	293	268				
29	445	438	424	411	395	377	365	347	331	313	302	277				
30	459	449	436	422	406	388	375	356	341	322	309	284				
31	472	463	449	436	418	400	386	368	350	334	320	293				
32	486	477	463	449	431	413	397	379	361	343	329	302				
33	502	490	477	463	443	424	411	390	372	352	338	311				
34	513	502	488	474	454	434	420	400	381	361	347	318				
35	524	515	499	484	465	445	429	409	390	370	354	325				
36	538	529	513	497	477	456	440	420	400	379	363	334				
37	558	547	531	515	495	472	456	436	415	393	377	345				
38	579	568	552	536	513	490	474	452	431	409	393	359				
39	599	588	570	552	529	506	490	468	445	422	404	370				
40	617	606	588	570	547	524	506	481	459	436	418	381				
41	638	627	608	590	565	543	522	499	474	449	431	395				
42	658	645	627	608	583	558	538	513	488	463	445	406				
43	676	665	645	624	599	574	554	529	504	477	459	420				
44	697	683	663	642	617	590	570	543	518	490	470	431				
45	715	701	681	661	633	606	586	558	531	504	484	443				
46	740	724	704	683	654	627	606	577	549	520	499	459				
47	763	749	726	704	676	647	624	595	568	538	515	472				
48	788	772	749	726	697	667	645	615	583	554	531	488				
49	810	795	772	749	717	688	663	633	602	572	547	502				
50	831	815	792	770	738	706	681	649	617	586	563	515				
51	856	840	815	790	758	726	701	667	636	604	579	529				
52	878	863	838	813	779	745	720	688	654	620	595	545				
53	901	883	858	833	799	763	738	704	670	636	608	558				
54	938	919	892	865	829	795	767	731	697	661	633	579				
55	983	962	935	908	869	833	804	767	729	692	665	608				
56	1035	1015	985	956	917	876	847	808	770	729	699	640				
57	1092	1071	1040	1008	967	926	894	854	810	770	738	676				

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TERRITORY 120

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	1178	1155	1121	1087	1042	999	965	919	874	831	797	729				
59	1305	1280	1244	1208	1158	1108	1069	1019	969	922	883	808				
60	1446	1419	1378	1337	1283	1226	1185	1130	1074	1019	978	897				
61	1580	1550	1505	1460	1401	1339	1294	1235	1174	1115	1069	978				
62	1705	1671	1623	1575	1510	1444	1396	1330	1267	1201	1153	1056				
63	1830	1796	1743	1691	1621	1553	1498	1430	1360	1289	1237	1133				
64	1954	1918	1861	1805	1732	1657	1600	1525	1453	1378	1321	1210				
65	2082	2041	1982	1923	1843	1764	1705	1625	1546	1466	1407	1287				
66	2270	2227	2161	2095	2009	1923	1859	1773	1687	1598	1535	1405				
67	2520	2472	2399	2327	2231	2136	2063	1968	1870	1775	1703	1559				
68	2769	2717	2638	2558	2454	2347	2268	2163	2057	1952	1873	1714				
69	3019	2962	2876	2790	2674	2561	2474	2359	2243	2129	2043	1870				
70	3271	3208	3114	3021	2897	2772	2679	2554	2429	2304	2211	2025				
71	3521	3453	3353	3253	3119	2985	2883	2749	2615	2481	2381	2179				
72	3770	3698	3591	3484	3339	3196	3089	2944	2801	2658	2549	2334				
73	4020	3945	3829	3714	3562	3407	3294	3139	2987	2833	2719	2490				
74	4272	4190	4068	3945	3784	3621	3498	3335	3173	3010	2887	2645				
75	4522	4436	4306	4177	4004	3832	3702	3532	3360	3187	3058	2799				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	336	322	301	281	260	247	226	212	199	185	171	144	1	185	1	89
2	445	432	404	377	349	329	301	281	267	247	233	192	2	212	2	110
3	486	466	438	411	384	356	329	308	288	267	247	206	3	247	3	137
4	569	548	514	480	445	418	384	363	343	315	295	240	4	267	4	151
5	623	603	562	521	486	452	425	390	370	343	322	267	5	281	5	178
6	651	630	589	548	514	480	445	411	390	356	336	274	6	295	6	192
7	685	658	617	575	534	500	466	432	404	377	349	288	7	308	7	212
8	712	692	644	596	562	521	486	452	425	390	370	301	8	322	8	253
10	740	712	664	617	575	541	500	466	438	404	377	315	10	343	10	295
11	760	733	685	637	596	555	514	480	452	418	390	322	11	363	11	322
12	788	760	712	664	617	575	534	500	473	432	404	336	12	370	12	356
13	815	781	733	685	637	596	548	514	486	445	418	343	13	384	13	384
14	836	808	754	699	658	610	569	527	500	459	432	356	14	411	14	425
15	849	822	767	712	664	623	575	534	507	466	438	363	15	432	15	459
16	856	829	774	719	671	630	582	541	514	473	438	363	16	445	16	507
17	877	843	788	733	685	637	589	555	521	480	452	370	17	466	17	534
18	897	863	808	754	706	658	610	569	534	493	459	377	18	486	18	582
19	911	877	822	767	712	664	617	575	541	500	466	384	19	514	19	617
20	938	904	843	781	733	685	630	589	555	514	480	397	20	527	20	658
21	959	925	863	801	754	699	651	603	569	527	493	404	21	548	21	747
22	973	938	877	815	760	712	658	617	575	534	500	411	22	582		
23	986	952	891	829	774	719	671	623	589	541	507	418	23	603		
24	1014	973	911	849	795	740	685	637	603	555	521	432	24	630		
25	1021	980	918	856	801	747	692	644	603	562	521	432	25	678		
26	1034	1000	932	863	808	754	699	651	617	569	534	438	26	740		
27	1048	1014	945	877	822	767	712	664	623	575	541	445				
28	1055	1021	952	884	829	774	712	664	630	582	541	445				
29	1075	1034	966	897	843	781	726	678	637	589	548	452				

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TERRITORY 120

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1082	1041	973	904	849	788	733	678	644	596	555	459				
31	1096	1055	986	918	856	801	740	692	651	603	562	466				
32	1117	1075	1007	938	877	815	754	706	664	617	575	473				
33	1130	1089	1021	952	891	829	767	712	671	623	582	480				
34	1151	1110	1034	959	897	836	774	726	685	630	589	486				
35	1165	1123	1048	973	911	849	788	733	692	637	596	493				
36	1178	1137	1062	986	925	863	795	747	699	651	603	500				
37	1199	1158	1082	1007	938	877	815	760	712	658	617	507				
38	1219	1171	1096	1021	952	891	822	767	726	671	623	514				
39	1226	1178	1103	1028	959	891	829	774	726	671	630	521				
40	1240	1192	1117	1041	973	904	836	781	740	678	637	527				
41	1254	1212	1130	1048	986	918	849	795	747	692	644	534				
42	1267	1226	1144	1062	993	925	856	801	754	699	651	534				
43	1288	1240	1158	1075	1007	938	870	808	767	706	658	541				
44	1295	1247	1165	1082	1014	945	877	815	767	712	664	548				
45	1315	1267	1185	1103	1034	959	891	829	781	726	678	555				
46	1329	1281	1199	1117	1041	973	897	843	795	733	685	562				
47	1343	1295	1212	1130	1055	980	911	849	801	740	692	569				
48	1363	1315	1226	1137	1069	993	918	856	808	747	699	575				
49	1377	1329	1240	1151	1075	1007	932	870	815	754	706	582				
50	1391	1343	1254	1165	1089	1014	938	877	829	767	712	589				
51	1404	1356	1267	1178	1103	1028	952	891	836	774	719	596				
52	1411	1363	1274	1185	1110	1034	959	891	843	774	726	596				
53	1432	1377	1288	1199	1123	1041	966	904	849	788	733	603				
54	1445	1391	1302	1212	1130	1055	980	911	856	795	740	610				
55	1466	1418	1322	1226	1151	1069	993	925	870	808	754	623				
56	1493	1439	1343	1247	1171	1089	1007	938	884	822	767	630				
57	1521	1466	1370	1274	1192	1110	1028	959	904	836	781	644				
58	1569	1507	1411	1315	1226	1144	1062	986	932	863	801	664				
59	1630	1569	1466	1363	1274	1185	1103	1028	966	897	836	692				
60	1699	1637	1528	1418	1329	1240	1144	1069	1007	932	870	719				
61	1747	1685	1576	1466	1370	1274	1185	1103	1041	959	897	740				
62	1788	1719	1610	1500	1397	1302	1206	1130	1062	980	918	754				
63	1815	1754	1637	1521	1425	1329	1226	1144	1082	1000	932	767				
64	1856	1788	1671	1555	1452	1356	1254	1171	1103	1021	952	788				
65	1891	1822	1706	1589	1486	1384	1281	1192	1123	1041	973	801				
66	1945	1877	1754	1630	1528	1418	1315	1226	1158	1069	1000	822				
67	2021	1952	1822	1692	1582	1473	1370	1274	1206	1110	1041	856				
68	2096	2021	1891	1760	1644	1534	1418	1322	1247	1151	1075	891				
69	2171	2096	1959	1822	1706	1589	1473	1370	1295	1192	1117	918				
70	2254	2171	2028	1884	1767	1644	1521	1418	1336	1240	1158	952				
71	2329	2240	2096	1952	1822	1699	1576	1466	1384	1281	1192	986				
72	2404	2315	2165	2014	1884	1754	1623	1514	1432	1322	1233	1021				
73	2480	2391	2233	2076	1945	1808	1678	1562	1473	1363	1274	1048				
74	2555	2466	2302	2137	2000	1863	1726	1610	1521	1404	1315	1082				
75	2630	2535	2370	2206	2062	1918	1781	1658	1562	1445	1349	1117				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	61	59	57	56	54	52	50	46	44	43	41	37	1	46	1	17
2	80	78	76	74	70	67	65	63	59	56	54	50	2	63	2	20
3	100	98	94	91	87	83	81	78	74	70	67	61	3	72	3	28
4	115	113	109	105	102	98	94	89	85	81	78	70	4	80	4	33
5	128	126	122	118	113	109	105	100	94	91	87	80	5	91	5	39
6	142	139	135	131	126	120	117	111	105	100	96	87	6	102	6	52
7	157	154	150	146	139	133	130	122	117	111	107	98	7	111	7	63
8	168	167	161	155	150	142	139	131	126	118	115	105	8	120	8	74
10	183	179	174	168	161	155	150	142	135	130	124	113	10	130	10	94
11	194	191	185	179	172	165	159	152	144	137	131	120	11	141	11	115
12	204	200	194	189	181	172	167	159	152	144	139	126	12	154	12	133
13	211	207	202	196	187	179	174	165	157	150	142	131	13	165	13	157
14	222	216	211	205	196	187	181	172	165	155	150	137	14	178	14	185
15	231	228	220	213	205	196	189	181	172	163	155	142	15	196	15	224
16	241	237	229	222	213	204	198	189	179	170	163	150	16	215	16	272
17	250	246	239	231	222	213	205	196	187	176	170	155	17	239	17	326
18	261	255	248	241	231	220	213	204	194	183	176	161	18	259	18	389
19	268	263	255	248	237	228	220	209	200	189	181	167	19	283	19	464
20	276	270	263	255	244	233	226	215	205	194	187	170	20	315	20	551
21	285	279	272	265	253	242	233	224	213	202	192	178	21	350	21	762
22	294	289	279	270	259	248	241	229	218	207	198	181	22	394		
23	303	298	289	279	268	257	248	237	226	213	205	187	23	442		
24	311	305	296	287	276	263	255	242	231	218	211	192	24	511		
25	320	315	305	296	283	272	263	250	239	226	216	198	25	629		
26	331	324	315	305	292	279	270	257	246	233	224	205	26	771		
27	340	333	324	315	302	289	279	266	253	241	229	211				
28	352	344	335	326	311	298	289	274	261	248	239	218				
29	363	357	346	335	322	307	298	283	270	255	246	226				
30	374	366	355	344	331	316	305	290	278	263	252	231				
31	385	377	366	355	340	326	315	300	285	272	261	239				
32	396	389	377	366	352	337	324	309	294	279	268	246				
33	409	400	389	377	361	346	335	318	303	287	276	253				
34	418	409	398	387	370	353	342	326	311	294	283	259				
35	427	420	407	394	379	363	350	333	318	302	289	265				
36	438	431	418	405	389	372	359	342	326	309	296	272				
37	455	446	433	420	403	385	372	355	339	320	307	281				
38	472	463	450	437	418	400	387	368	352	333	320	292				
39	488	479	464	450	431	413	400	381	363	344	329	302				
40	503	494	479	464	446	427	413	392	374	355	340	311				
41	520	511	496	481	461	442	426	407	387	366	352	322				
42	537	525	511	496	475	455	438	418	398	377	363	331				
43	551	542	525	509	488	468	451	431	411	389	374	342				
44	568	557	540	524	503	481	464	442	422	400	383	352				
45	583	572	555	538	516	494	477	455	433	411	394	361				
46	603	590	574	557	533	511	494	470	448	424	407	374				
47	622	611	592	574	551	527	509	485	463	438	420	385				
48	642	629	611	592	568	544	525	501	475	451	433	398				
49	660	648	629	611	585	561	540	516	490	466	446	409				
50	677	664	646	627	601	575	555	529	503	477	459	420				
51	697	685	664	644	618	592	572	544	518	492	472	431				
52	716	703	683	662	635	607	586	561	533	505	485	444				
53	734	720	699	679	651	622	601	574	546	518	496	455				
54	764	749	727	705	675	648	625	596	568	538	516	472				
55	801	784	762	740	709	679	655	625	594	564	542	496				
56	844	827	803	779	747	714	690	659	627	594	570	522				
57	890	873	847	821	788	755	729	696	660	627	601	551				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	960	942	914	886	849	814	786	749	712	677	649	594				
59	1064	1043	1014	984	944	903	871	831	790	751	720	659				
60	1178	1156	1123	1090	1045	999	966	921	875	831	797	731				
61	1288	1264	1227	1190	1141	1092	1055	1006	956	908	871	797				
62	1389	1362	1323	1284	1230	1177	1138	1084	1032	979	940	860				
63	1491	1463	1421	1378	1321	1265	1221	1166	1108	1051	1008	923				
64	1593	1563	1517	1471	1412	1351	1304	1243	1184	1123	1077	986				
65	1696	1663	1615	1567	1502	1437	1389	1325	1260	1195	1147	1049				
66	1850	1815	1761	1708	1637	1567	1515	1445	1375	1302	1251	1145				
67	2054	2015	1955	1896	1819	1741	1682	1604	1524	1447	1388	1271				
68	2257	2214	2150	2085	2000	1913	1848	1763	1676	1591	1526	1397				
69	2461	2414	2344	2274	2179	2087	2017	1922	1828	1735	1665	1524				
70	2666	2614	2538	2462	2361	2259	2183	2081	1980	1878	1802	1650				
71	2869	2814	2732	2651	2542	2433	2350	2240	2131	2022	1941	1776				
72	3073	3014	2927	2840	2721	2605	2518	2399	2283	2166	2078	1902				
73	3276	3215	3121	3027	2903	2777	2684	2559	2435	2309	2216	2029				
74	3482	3415	3315	3215	3084	2951	2851	2718	2586	2453	2353	2155				
75	3685	3615	3509	3404	3263	3123	3017	2879	2738	2597	2492	2281				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	329	315	295	275	255	242	221	208	195	181	168	141	1	181	1	87
2	436	423	396	369	342	322	295	275	262	242	228	188	2	208	2	107
3	476	456	429	403	376	349	322	302	282	262	242	201	3	242	3	134
4	557	537	503	470	436	409	376	356	336	309	289	235	4	262	4	148
5	611	590	550	510	476	443	416	382	362	336	315	262	5	275	5	174
6	637	617	577	537	503	470	436	403	382	349	329	268	6	289	6	188
7	671	644	604	564	523	490	456	423	396	369	342	282	7	302	7	208
8	698	678	631	584	550	510	476	443	416	382	362	295	8	315	8	248
10	725	698	651	604	564	530	490	456	429	396	369	309	10	336	10	289
11	745	718	671	624	584	544	503	470	443	409	382	315	11	356	11	315
12	772	745	698	651	604	564	523	490	463	423	396	329	12	362	12	349
13	798	765	718	671	624	584	537	503	476	436	409	336	13	376	13	376
14	819	792	738	684	644	597	557	517	490	450	423	349	14	403	14	416
15	832	805	752	698	651	611	564	523	497	456	429	356	15	423	15	450
16	839	812	758	705	658	617	570	530	503	463	429	356	16	436	16	497
17	859	825	772	718	671	624	577	544	510	470	443	362	17	456	17	523
18	879	845	792	738	691	644	597	557	523	483	450	369	18	476	18	570
19	892	859	805	752	698	651	604	564	530	490	456	376	19	503	19	604
20	919	886	825	765	718	671	617	577	544	503	470	389	20	517	20	644
21	939	906	845	785	738	684	637	590	557	517	483	396	21	537	21	731
22	953	919	859	798	745	698	644	604	564	523	490	403	22	570		
23	966	933	872	812	758	705	658	611	577	530	497	409	23	590		
24	993	953	892	832	778	725	671	624	590	544	510	423	24	617		
25	1000	960	899	839	785	731	678	631	590	550	510	423	25	664		
26	1013	980	913	845	792	738	684	637	604	557	523	429	26	725		
27	1027	993	926	859	805	752	698	651	611	564	530	436				
28	1033	1000	933	866	812	758	698	651	617	570	530	436				
29	1053	1013	946	879	825	765	711	664	624	577	537	443				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1060	1020	953	886	832	772	718	664	631	584	544	450				
31	1074	1033	966	899	839	785	725	678	637	590	550	456				
32	1094	1053	986	919	859	798	738	691	651	604	564	463				
33	1107	1067	1000	933	872	812	752	698	658	611	570	470				
34	1127	1087	1013	939	879	819	758	711	671	617	577	476				
35	1141	1100	1027	953	892	832	772	718	678	624	584	483				
36	1154	1114	1040	966	906	845	778	731	684	637	590	490				
37	1174	1134	1060	986	919	859	798	745	698	644	604	497				
38	1194	1147	1074	1000	933	872	805	752	711	658	611	503				
39	1201	1154	1080	1007	939	872	812	758	711	658	617	510				
40	1215	1168	1094	1020	953	886	819	765	725	664	624	517				
41	1228	1188	1107	1027	966	899	832	778	731	678	631	523				
42	1241	1201	1121	1040	973	906	839	785	738	684	637	523				
43	1261	1215	1134	1053	986	919	852	792	752	691	644	530				
44	1268	1221	1141	1060	993	926	859	798	752	698	651	537				
45	1288	1241	1161	1080	1013	939	872	812	765	711	664	544				
46	1302	1255	1174	1094	1020	953	879	825	778	718	671	550				
47	1315	1268	1188	1107	1033	960	892	832	785	725	678	557				
48	1335	1288	1201	1114	1047	973	899	839	792	731	684	564				
49	1349	1302	1215	1127	1053	986	913	852	798	738	691	570				
50	1362	1315	1228	1141	1067	993	919	859	812	752	698	577				
51	1376	1329	1241	1154	1080	1007	933	872	819	758	705	584				
52	1382	1335	1248	1161	1087	1013	939	872	825	758	711	584				
53	1402	1349	1261	1174	1100	1020	946	886	832	772	718	590				
54	1416	1362	1275	1188	1107	1033	960	892	839	778	725	597				
55	1436	1389	1295	1201	1127	1047	973	906	852	792	738	611				
56	1463	1409	1315	1221	1147	1067	986	919	866	805	752	617				
57	1490	1436	1342	1248	1168	1087	1007	939	886	819	765	631				
58	1537	1476	1382	1288	1201	1121	1040	966	913	845	785	651				
59	1597	1537	1436	1335	1248	1161	1080	1007	946	879	819	678				
60	1664	1604	1496	1389	1302	1215	1121	1047	986	913	852	705				
61	1711	1651	1543	1436	1342	1248	1161	1080	1020	939	879	725				
62	1751	1684	1577	1469	1369	1275	1181	1107	1040	960	899	738				
63	1778	1718	1604	1490	1396	1302	1201	1121	1060	980	913	752				
64	1818	1751	1637	1523	1423	1329	1228	1147	1080	1000	933	772				
65	1852	1785	1671	1557	1456	1355	1255	1168	1100	1020	953	785				
66	1906	1839	1718	1597	1496	1389	1288	1201	1134	1047	980	805				
67	1979	1912	1785	1657	1550	1443	1342	1248	1181	1087	1020	839				
68	2053	1979	1852	1724	1610	1503	1389	1295	1221	1127	1053	872				
69	2127	2053	1919	1785	1671	1557	1443	1342	1268	1168	1094	899				
70	2208	2127	1986	1845	1731	1610	1490	1389	1308	1215	1134	933				
71	2281	2194	2053	1912	1785	1664	1543	1436	1355	1255	1168	966				
72	2355	2268	2120	1973	1845	1718	1590	1483	1402	1295	1208	1000				
73	2429	2342	2187	2033	1906	1771	1644	1530	1443	1335	1248	1027				
74	2503	2416	2255	2094	1959	1825	1691	1577	1490	1376	1288	1060				
75	2577	2483	2322	2161	2020	1879	1745	1624	1530	1416	1322	1094				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	49	47	46	44	43	41	40	37	36	34	33	30	1	37	1	13
2	64	62	61	59	56	53	52	50	47	44	43	40	2	50	2	16
3	80	78	75	73	70	67	65	62	59	56	53	49	3	58	3	22
4	92	90	87	84	81	78	75	71	68	65	62	56	4	64	4	27
5	102	101	98	95	90	87	84	80	75	73	70	64	5	73	5	31
6	114	111	108	105	101	96	93	89	84	80	77	70	6	81	6	41
7	126	123	120	117	111	107	104	98	93	89	86	78	7	89	7	50
8	135	133	129	124	120	114	111	105	101	95	92	84	8	96	8	59
10	147	144	139	135	129	124	120	114	108	104	99	90	10	104	10	75
11	155	152	148	144	138	132	127	121	115	110	105	96	11	112	11	92
12	163	160	155	151	145	138	133	127	121	115	111	101	12	123	12	107
13	169	166	161	157	149	144	139	132	126	120	114	105	13	132	13	126
14	178	173	169	164	157	149	145	138	132	124	120	110	14	142	14	148
15	185	182	176	170	164	157	151	145	138	130	124	114	15	157	15	179
16	192	189	184	178	170	163	158	151	144	136	130	120	16	172	16	218
17	200	197	191	185	178	170	164	157	149	141	136	124	17	191	17	260
18	209	204	198	192	185	176	170	163	155	147	141	129	18	207	18	311
19	215	210	204	198	189	182	176	167	160	151	145	133	19	226	19	371
20	221	216	210	204	195	186	181	172	164	155	149	136	20	252	20	441
21	228	223	218	212	203	194	186	179	170	161	154	142	21	280	21	610
22	235	231	223	216	207	198	192	184	175	166	158	145	22	315		
23	243	238	231	223	215	206	198	189	181	170	164	149	23	354		
24	249	244	237	229	221	210	204	194	185	175	169	154	24	408		
25	256	252	244	237	226	218	210	200	191	181	173	158	25	503		
26	265	259	252	244	234	223	216	206	197	186	179	164	26	617		
27	272	266	259	252	241	231	223	213	203	192	184	169				
28	281	275	268	260	249	238	231	219	209	198	191	175				
29	290	286	277	268	258	246	238	226	216	204	197	181				
30	299	293	284	275	265	253	244	232	222	210	201	185				
31	308	302	293	284	272	260	252	240	228	218	209	191				
32	317	311	302	293	281	269	259	247	235	223	215	197				
33	327	320	311	302	289	277	268	255	243	229	221	203				
34	334	327	318	309	296	283	274	260	249	235	226	207				
35	342	336	326	315	303	290	280	266	255	241	231	212				
36	351	345	334	324	311	297	287	274	260	247	237	218				
37	364	357	346	336	323	308	297	284	271	256	246	225				
38	377	370	360	349	334	320	309	295	281	266	256	234				
39	391	383	371	360	345	330	320	305	290	275	263	241				
40	403	395	383	371	357	342	330	314	299	284	272	249				
41	416	408	397	385	369	354	340	326	309	293	281	258				
42	429	420	408	397	380	364	351	334	318	302	290	265				
43	441	434	420	407	391	374	361	345	329	311	299	274				
44	454	445	432	419	403	385	371	354	337	320	306	281				
45	466	457	444	431	413	395	382	364	346	329	315	289				
46	482	472	459	445	426	408	395	376	358	339	326	299				
47	497	488	474	459	441	422	407	388	370	351	336	308				
48	514	503	488	474	454	435	420	401	380	361	346	318				
49	528	518	503	488	468	448	432	413	392	373	357	327				
50	542	531	517	502	481	460	444	423	403	382	367	336				
51	558	548	531	515	494	474	457	435	414	394	377	345				
52	573	562	546	530	508	485	469	448	426	404	388	355				
53	588	576	559	543	521	497	481	459	437	414	397	364				
54	611	599	582	564	540	518	500	477	454	431	413	377				
55	641	628	610	592	567	543	524	500	475	451	434	397				
56	675	662	642	623	598	571	552	527	502	475	456	417				
57	712	699	678	657	630	604	583	556	528	502	481	441				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	768	753	731	709	679	651	629	599	570	542	519	475				
59	851	835	811	787	755	722	697	665	632	601	576	527				
60	943	925	898	872	836	799	773	737	700	665	638	585				
61	1030	1011	981	952	913	873	844	805	765	727	697	638				
62	1111	1089	1058	1027	984	941	910	867	826	783	752	688				
63	1193	1171	1137	1103	1057	1012	977	932	887	841	807	739				
64	1274	1251	1214	1177	1129	1080	1043	995	947	898	861	789				
65	1357	1331	1292	1254	1202	1150	1111	1060	1008	956	918	839				
66	1480	1452	1409	1366	1310	1254	1212	1156	1100	1042	1000	916				
67	1643	1612	1564	1517	1455	1393	1345	1283	1220	1157	1110	1017				
68	1806	1772	1720	1668	1600	1530	1479	1410	1341	1273	1221	1117				
69	1968	1931	1875	1819	1743	1669	1613	1538	1462	1388	1332	1220				
70	2133	2091	2031	1970	1888	1807	1746	1665	1584	1502	1442	1320				
71	2295	2251	2186	2121	2034	1946	1880	1792	1705	1618	1553	1421				
72	2458	2411	2341	2272	2177	2084	2014	1920	1826	1733	1662	1521				
73	2621	2572	2497	2421	2322	2221	2147	2047	1948	1847	1773	1624				
74	2785	2732	2652	2572	2467	2361	2281	2174	2069	1962	1883	1724				
75	2948	2892	2808	2723	2611	2498	2414	2303	2190	2078	1994	1825				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	383	368	344	321	297	282	258	242	227	211	196	164	1	211	1	102
2	508	493	461	430	399	375	344	321	305	282	266	219	2	242	2	125
3	555	532	500	469	438	407	375	352	328	305	282	235	3	282	3	156
4	649	626	587	547	508	477	438	414	391	360	336	274	4	305	4	172
5	712	688	641	594	555	516	485	446	422	391	368	305	5	321	5	203
6	743	719	673	626	587	547	508	469	446	407	383	313	6	336	6	219
7	782	751	704	657	610	571	532	493	461	430	399	328	7	352	7	242
8	813	790	735	680	641	594	555	516	485	446	422	344	8	368	8	289
10	845	813	759	704	657	618	571	532	500	461	430	360	10	391	10	336
11	868	837	782	727	680	633	587	547	516	477	446	368	11	414	11	368
12	899	868	813	759	704	657	610	571	540	493	461	383	12	422	12	407
13	931	891	837	782	727	680	626	587	555	508	477	391	13	438	13	438
14	954	923	860	798	751	696	649	602	571	524	493	407	14	469	14	485
15	970	938	876	813	759	712	657	610	579	532	500	414	15	493	15	524
16	978	946	884	821	766	719	665	618	587	540	500	414	16	508	16	579
17	1001	962	899	837	782	727	673	633	594	547	516	422	17	532	17	610
18	1024	985	923	860	805	751	696	649	610	563	524	430	18	555	18	665
19	1040	1001	938	876	813	759	704	657	618	571	532	438	19	587	19	704
20	1071	1032	962	891	837	782	719	673	633	587	547	454	20	602	20	751
21	1095	1056	985	915	860	798	743	688	649	602	563	461	21	626	21	852
22	1110	1071	1001	931	868	813	751	704	657	610	571	469	22	665		
23	1126	1087	1017	946	884	821	766	712	673	618	579	477	23	688		
24	1157	1110	1040	970	907	845	782	727	688	633	594	493	24	719		
25	1165	1118	1048	978	915	852	790	735	688	641	594	493	25	774		
26	1181	1142	1064	985	923	860	798	743	704	649	610	500	26	845		
27	1196	1157	1079	1001	938	876	813	759	712	657	618	508				
28	1204	1165	1087	1009	946	884	813	759	719	665	618	508				
29	1228	1181	1103	1024	962	891	829	774	727	673	626	516				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1236	1189	1110	1032	970	899	837	774	735	680	633	524				
31	1251	1204	1126	1048	978	915	845	790	743	688	641	532				
32	1275	1228	1150	1071	1001	931	860	805	759	704	657	540				
33	1290	1243	1165	1087	1017	946	876	813	766	712	665	547				
34	1314	1267	1181	1095	1024	954	884	829	782	719	673	555				
35	1329	1282	1196	1110	1040	970	899	837	790	727	680	563				
36	1345	1298	1212	1126	1056	985	907	852	798	743	688	571				
37	1369	1322	1236	1150	1071	1001	931	868	813	751	704	579				
38	1392	1337	1251	1165	1087	1017	938	876	829	766	712	587				
39	1400	1345	1259	1173	1095	1017	946	884	829	766	719	594				
40	1415	1361	1275	1189	1110	1032	954	891	845	774	727	602				
41	1431	1384	1290	1196	1126	1048	970	907	852	790	735	610				
42	1447	1400	1306	1212	1134	1056	978	915	860	798	743	610				
43	1470	1415	1322	1228	1150	1071	993	923	876	805	751	618				
44	1478	1423	1329	1236	1157	1079	1001	931	876	813	759	626				
45	1501	1447	1353	1259	1181	1095	1017	946	891	829	774	633				
46	1517	1462	1369	1275	1189	1110	1024	962	907	837	782	641				
47	1533	1478	1384	1290	1204	1118	1040	970	915	845	790	649				
48	1556	1501	1400	1298	1220	1134	1048	978	923	852	798	657				
49	1572	1517	1415	1314	1228	1150	1064	993	931	860	805	665				
50	1587	1533	1431	1329	1243	1157	1071	1001	946	876	813	673				
51	1603	1548	1447	1345	1259	1173	1087	1017	954	884	821	680				
52	1611	1556	1455	1353	1267	1181	1095	1017	962	884	829	680				
53	1634	1572	1470	1369	1282	1189	1103	1032	970	899	837	688				
54	1650	1587	1486	1384	1290	1204	1118	1040	978	907	845	696				
55	1673	1619	1509	1400	1314	1220	1134	1056	993	923	860	712				
56	1705	1642	1533	1423	1337	1243	1150	1071	1009	938	876	719				
57	1736	1673	1564	1455	1361	1267	1173	1095	1032	954	891	735				
58	1791	1720	1611	1501	1400	1306	1212	1126	1064	985	915	759				
59	1861	1791	1673	1556	1455	1353	1259	1173	1103	1024	954	790				
60	1939	1869	1744	1619	1517	1415	1306	1220	1150	1064	993	821				
61	1994	1924	1799	1673	1564	1455	1353	1259	1189	1095	1024	845				
62	2041	1963	1838	1713	1595	1486	1376	1290	1212	1118	1048	860				
63	2072	2002	1869	1736	1627	1517	1400	1306	1236	1142	1064	876				
64	2119	2041	1908	1775	1658	1548	1431	1337	1259	1165	1087	899				
65	2158	2080	1947	1814	1697	1580	1462	1361	1282	1189	1110	915				
66	2221	2143	2002	1861	1744	1619	1501	1400	1322	1220	1142	938				
67	2307	2229	2080	1932	1806	1681	1564	1455	1376	1267	1189	978				
68	2393	2307	2158	2010	1877	1752	1619	1509	1423	1314	1228	1017				
69	2479	2393	2237	2080	1947	1814	1681	1564	1478	1361	1275	1048				
70	2573	2479	2315	2151	2018	1877	1736	1619	1525	1415	1322	1087				
71	2659	2557	2393	2229	2080	1939	1799	1673	1580	1462	1361	1126				
72	2745	2643	2471	2299	2151	2002	1853	1728	1634	1509	1408	1165				
73	2831	2729	2549	2369	2221	2064	1916	1783	1681	1556	1455	1196				
74	2917	2815	2628	2440	2283	2127	1971	1838	1736	1603	1501	1236				
75	3003	2893	2706	2518	2354	2190	2033	1892	1783	1650	1541	1275				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	47	45	44	43	41	40	38	36	34	33	31	28	1	36	1	13
2	61	60	58	57	54	51	50	48	45	43	41	38	2	48	2	16
3	77	75	72	70	67	64	62	60	57	54	51	47	3	55	3	21
4	88	87	84	81	78	75	72	68	65	62	60	54	4	61	4	26
5	98	97	94	91	87	84	81	77	72	70	67	61	5	70	5	30
6	109	107	104	101	97	92	89	85	81	77	74	67	6	78	6	40
7	121	118	115	112	107	102	99	94	89	85	82	75	7	85	7	48
8	129	128	124	119	115	109	107	101	97	91	88	81	8	92	8	57
10	141	138	133	129	124	119	115	109	104	99	95	87	10	99	10	72
11	149	146	142	138	132	126	122	116	111	105	101	92	11	108	11	88
12	156	153	149	145	139	132	128	122	116	111	107	97	12	118	12	102
13	162	159	155	151	143	138	133	126	121	115	109	101	13	126	13	121
14	170	166	162	158	151	143	139	132	126	119	115	105	14	136	14	142
15	178	175	169	163	158	151	145	139	132	125	119	109	15	151	15	172
16	185	182	176	170	163	156	152	145	138	131	125	115	16	165	16	209
17	192	189	183	178	170	163	158	151	143	135	131	119	17	183	17	250
18	200	196	190	185	178	169	163	156	149	141	135	124	18	199	18	298
19	206	202	196	190	182	175	169	160	153	145	139	128	19	217	19	356
20	212	207	202	196	187	179	173	165	158	149	143	131	20	241	20	423
21	219	214	209	203	195	186	179	172	163	155	148	136	21	268	21	585
22	226	222	214	207	199	190	185	176	168	159	152	139	22	302		
23	233	229	222	214	206	197	190	182	173	163	158	143	23	339		
24	239	234	227	220	212	202	196	186	178	168	162	148	24	392		
25	246	241	234	227	217	209	202	192	183	173	166	152	25	483		
26	254	249	241	234	224	214	207	197	189	179	172	158	26	592		
27	261	256	249	241	231	222	214	204	195	185	176	162				
28	270	264	257	250	239	229	222	210	200	190	183	168				
29	278	274	266	257	247	236	229	217	207	196	189	173				
30	287	281	273	264	254	243	234	223	213	202	193	178				
31	295	290	281	273	261	250	241	230	219	209	200	183				
32	304	298	290	281	270	258	249	237	226	214	206	189				
33	314	307	298	290	277	266	257	244	233	220	212	195				
34	321	314	305	297	284	271	263	250	239	226	217	199				
35	328	322	312	302	291	278	268	256	244	231	222	203				
36	337	331	321	311	298	285	275	263	250	237	227	209				
37	349	342	332	322	310	295	285	273	260	246	236	216				
38	362	355	345	335	321	307	297	283	270	256	246	224				
39	375	368	356	345	331	317	307	293	278	264	253	231				
40	386	379	368	356	342	328	317	301	287	273	261	239				
41	399	392	381	369	354	339	327	312	297	281	270	247				
42	412	403	392	381	365	349	337	321	305	290	278	254				
43	423	416	403	391	375	359	346	331	315	298	287	263				
44	436	427	415	402	386	369	356	339	324	307	294	270				
45	447	439	426	413	396	379	366	349	332	315	302	277				
46	463	453	440	427	409	392	379	361	344	325	312	287				
47	477	469	454	440	423	405	391	372	355	337	322	295				
48	493	483	469	454	436	417	403	385	365	346	332	305				
49	507	497	483	469	449	430	415	396	376	358	342	314				
50	520	510	496	481	462	442	426	406	386	366	352	322				
51	535	525	510	494	474	454	439	417	398	378	362	331				
52	550	540	524	508	487	466	450	430	409	388	372	341				
53	564	552	537	521	500	477	462	440	419	398	381	349				
54	586	575	558	541	518	497	480	457	436	413	396	362				
55	615	602	585	568	544	521	503	480	456	433	416	381				
56	648	635	616	598	574	548	530	506	481	456	437	400				
57	683	670	650	630	605	579	559	534	507	481	462	423				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	737	723	701	680	652	625	604	575	547	520	498	456				
59	817	801	778	755	724	693	669	638	606	577	552	506				
60	905	888	862	836	802	767	741	707	672	638	612	561				
61	988	970	941	913	876	838	809	772	734	697	669	612				
62	1066	1045	1015	985	944	903	873	832	792	751	721	660				
63	1145	1123	1091	1058	1014	971	937	895	851	807	774	709				
64	1223	1200	1164	1129	1083	1037	1001	954	909	862	826	757				
65	1302	1277	1240	1203	1153	1103	1066	1017	967	917	880	805				
66	1420	1393	1352	1311	1257	1203	1163	1109	1055	1000	960	879				
67	1576	1546	1501	1456	1396	1336	1291	1231	1170	1110	1065	976				
68	1732	1700	1650	1600	1535	1468	1419	1353	1287	1221	1172	1072				
69	1889	1853	1799	1745	1673	1602	1548	1475	1403	1332	1278	1170				
70	2046	2006	1948	1890	1812	1734	1676	1598	1519	1441	1383	1267				
71	2202	2160	2097	2035	1951	1867	1803	1720	1636	1552	1490	1363				
72	2359	2313	2246	2180	2089	1999	1933	1842	1752	1663	1595	1460				
73	2515	2468	2396	2323	2228	2131	2060	1964	1869	1772	1701	1558				
74	2672	2621	2545	2468	2367	2265	2188	2086	1985	1883	1806	1654				
75	2829	2775	2694	2613	2505	2397	2316	2210	2102	1994	1913	1751				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	330	317	297	276	256	243	222	209	195	182	169	142	1	182	1	88
2	438	425	398	371	344	324	297	276	263	243	229	189	2	209	2	108
3	479	458	431	404	377	350	324	303	283	263	243	202	3	243	3	135
4	559	539	506	472	438	411	377	357	337	310	290	236	4	263	4	148
5	613	593	553	512	479	445	418	384	364	337	317	263	5	276	5	175
6	640	620	580	539	506	472	438	404	384	350	330	270	6	290	6	189
7	674	647	607	566	526	492	458	425	398	371	344	283	7	303	7	209
8	701	681	634	586	553	512	479	445	418	384	364	297	8	317	8	249
10	728	701	654	607	566	532	492	458	431	398	371	310	10	337	10	290
11	748	721	674	627	586	546	506	472	445	411	384	317	11	357	11	317
12	775	748	701	654	607	566	526	492	465	425	398	330	12	364	12	350
13	802	768	721	674	627	586	539	506	479	438	411	337	13	377	13	377
14	822	795	741	687	647	600	559	519	492	452	425	350	14	404	14	418
15	836	809	755	701	654	613	566	526	499	458	431	357	15	425	15	452
16	843	816	762	708	661	620	573	532	506	465	431	357	16	438	16	499
17	863	829	775	721	674	627	580	546	512	472	445	364	17	458	17	526
18	883	849	795	741	694	647	600	559	526	485	452	371	18	479	18	573
19	896	863	809	755	701	654	607	566	532	492	458	377	19	506	19	607
20	923	890	829	768	721	674	620	580	546	506	472	391	20	519	20	647
21	944	910	849	789	741	687	640	593	559	519	485	398	21	539	21	735
22	957	923	863	802	748	701	647	607	566	526	492	404	22	573		
23	971	937	876	816	762	708	661	613	580	532	499	411	23	593		
24	998	957	896	836	782	728	674	627	593	546	512	425	24	620		
25	1004	964	903	843	789	735	681	634	593	553	512	425	25	667		
26	1018	984	917	849	795	741	687	640	607	559	526	431	26	728		
27	1031	998	930	863	809	755	701	654	613	566	532	438				
28	1038	1004	937	869	816	762	701	654	620	573	532	438				
29	1058	1018	950	883	829	768	714	667	627	580	539	445				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1065	1024	957	890	836	775	721	667	634	586	546	452				
31	1078	1038	971	903	843	789	728	681	640	593	553	458				
32	1099	1058	991	923	863	802	741	694	654	607	566	465				
33	1112	1072	1004	937	876	816	755	701	661	613	573	472				
34	1132	1092	1018	944	883	822	762	714	674	620	580	479				
35	1146	1105	1031	957	896	836	775	721	681	627	586	485				
36	1159	1119	1045	971	910	849	782	735	687	640	593	492				
37	1180	1139	1065	991	923	863	802	748	701	647	607	499				
38	1200	1153	1078	1004	937	876	809	755	714	661	613	506				
39	1206	1159	1085	1011	944	876	816	762	714	661	620	512				
40	1220	1173	1099	1024	957	890	822	768	728	667	627	519				
41	1233	1193	1112	1031	971	903	836	782	735	681	634	526				
42	1247	1206	1126	1045	977	910	843	789	741	687	640	526				
43	1267	1220	1139	1058	991	923	856	795	755	694	647	532				
44	1274	1227	1146	1065	998	930	863	802	755	701	654	539				
45	1294	1247	1166	1085	1018	944	876	816	768	714	667	546				
46	1308	1260	1180	1099	1024	957	883	829	782	721	674	553				
47	1321	1274	1193	1112	1038	964	896	836	789	728	681	559				
48	1341	1294	1206	1119	1051	977	903	843	795	735	687	566				
49	1355	1308	1220	1132	1058	991	917	856	802	741	694	573				
50	1368	1321	1233	1146	1072	998	923	863	816	755	701	580				
51	1382	1335	1247	1159	1085	1011	937	876	822	762	708	586				
52	1388	1341	1254	1166	1092	1018	944	876	829	762	714	586				
53	1409	1355	1267	1180	1105	1024	950	890	836	775	721	593				
54	1422	1368	1281	1193	1112	1038	964	896	843	782	728	600				
55	1442	1395	1301	1206	1132	1051	977	910	856	795	741	613				
56	1469	1415	1321	1227	1153	1072	991	923	869	809	755	620				
57	1496	1442	1348	1254	1173	1092	1011	944	890	822	768	634				
58	1543	1483	1388	1294	1206	1126	1045	971	917	849	789	654				
59	1604	1543	1442	1341	1254	1166	1085	1011	950	883	822	681				
60	1672	1611	1503	1395	1308	1220	1126	1051	991	917	856	708				
61	1719	1658	1550	1442	1348	1254	1166	1085	1024	944	883	728				
62	1759	1692	1584	1476	1375	1281	1186	1112	1045	964	903	741				
63	1786	1725	1611	1496	1402	1308	1206	1126	1065	984	917	755				
64	1827	1759	1645	1530	1429	1335	1233	1153	1085	1004	937	775				
65	1860	1793	1678	1564	1463	1361	1260	1173	1105	1024	957	789				
66	1914	1847	1725	1604	1503	1395	1294	1206	1139	1051	984	809				
67	1988	1921	1793	1665	1557	1449	1348	1254	1186	1092	1024	843				
68	2062	1988	1860	1732	1618	1510	1395	1301	1227	1132	1058	876				
69	2137	2062	1928	1793	1678	1564	1449	1348	1274	1173	1099	903				
70	2217	2137	1995	1854	1739	1618	1496	1395	1314	1220	1139	937				
71	2292	2204	2062	1921	1793	1672	1550	1442	1361	1260	1173	971				
72	2366	2278	2130	1982	1854	1725	1597	1490	1409	1301	1213	1004				
73	2440	2352	2197	2042	1914	1779	1651	1537	1449	1341	1254	1031				
74	2514	2426	2265	2103	1968	1833	1698	1584	1496	1382	1294	1065				
75	2588	2494	2332	2170	2029	1887	1752	1631	1537	1422	1328	1099				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 170

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	37	36	34	33	32	31	30	28	27	26	24	22	1	28	1	10
2	48	47	46	44	42	40	39	38	36	33	32	30	2	38	2	12
3	60	59	57	54	52	50	49	47	44	42	40	37	3	43	3	17
4	69	68	65	63	61	59	57	53	51	49	47	42	4	48	4	20
5	77	75	73	71	68	65	63	60	57	54	52	48	5	54	5	23
6	85	83	81	79	75	72	70	67	63	60	58	52	6	61	6	31
7	94	92	90	88	83	80	78	73	70	67	64	59	7	67	7	38
8	101	100	97	93	90	85	83	79	75	71	69	63	8	72	8	44
10	110	108	104	101	97	93	90	85	81	78	74	68	10	78	10	57
11	117	114	111	108	103	99	95	91	87	82	79	72	11	84	11	69
12	122	120	117	113	109	103	100	95	91	87	83	75	12	92	12	80
13	127	124	121	118	112	108	104	99	94	90	85	79	13	99	13	94
14	133	130	127	123	118	112	109	103	99	93	90	82	14	107	14	111
15	139	137	132	128	123	118	113	109	103	98	93	85	15	118	15	134
16	144	142	138	133	128	122	119	113	108	102	98	90	16	129	16	163
17	150	148	143	139	133	128	123	118	112	105	102	93	17	143	17	195
18	157	153	149	144	139	132	128	122	117	110	105	97	18	155	18	233
19	161	158	153	149	142	137	132	125	120	113	109	100	19	170	19	279
20	165	162	158	153	147	140	135	129	123	117	112	102	20	189	20	331
21	171	168	163	159	152	145	140	134	128	121	115	107	21	210	21	457
22	176	173	168	162	155	149	144	138	131	124	119	109	22	236		
23	182	179	173	168	161	154	149	142	135	128	123	112	23	265		
24	186	183	178	172	165	158	153	145	139	131	127	115	24	306		
25	192	189	183	178	170	163	158	150	143	135	130	119	25	377		
26	199	194	189	183	175	168	162	154	148	140	134	123	26	463		
27	204	200	194	189	181	173	168	160	152	144	138	127				
28	211	206	201	195	186	179	173	164	157	149	143	131				
29	218	214	208	201	193	184	179	170	162	153	148	135				
30	224	220	213	206	199	190	183	174	167	158	151	139				
31	231	226	220	213	204	195	189	180	171	163	157	143				
32	238	233	226	220	211	202	194	185	176	168	161	148				
33	245	240	233	226	216	208	201	191	182	172	165	152				
34	251	245	239	232	222	212	205	195	186	176	170	155				
35	256	252	244	236	228	218	210	200	191	181	173	159				
36	263	259	251	243	233	223	215	205	195	185	178	163				
37	273	268	260	252	242	231	223	213	203	192	184	169				
38	283	278	270	262	251	240	232	221	211	200	192	175				
39	293	287	279	270	259	248	240	229	218	206	198	181				
40	302	296	287	279	268	256	248	235	224	213	204	186				
41	312	306	297	289	276	265	255	244	232	220	211	193				
42	322	315	306	297	285	273	263	251	239	226	218	199				
43	331	325	315	305	293	281	271	259	246	233	224	205				
44	341	334	324	314	302	289	279	265	253	240	230	211				
45	350	343	333	323	310	296	286	273	260	246	236	216				
46	362	354	344	334	320	306	296	282	269	254	244	224				
47	373	366	355	344	331	316	305	291	278	263	252	231				
48	385	377	366	355	341	326	315	301	285	271	260	239				
49	396	389	377	366	351	336	324	310	294	280	268	245				
50	406	398	387	376	361	345	333	317	302	286	275	252				
51	418	411	398	386	371	355	343	326	311	295	283	259				
52	430	422	410	397	381	364	352	336	320	303	291	266				
53	441	432	420	407	391	373	361	344	327	311	297	273				
54	458	450	436	423	405	389	375	357	341	323	310	283				
55	481	471	457	444	425	407	393	375	356	339	325	297				
56	506	496	482	467	448	428	414	395	376	356	342	313				
57	534	524	508	493	473	453	437	417	396	376	361	331				

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TERRITORY 170

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	576	565	548	532	509	488	472	450	427	406	390	356				
59	638	626	608	591	566	542	523	498	474	451	432	395				
60	707	694	674	654	627	599	579	553	525	498	478	438				
61	773	758	736	714	685	655	633	604	574	545	523	478				
62	834	817	794	770	738	706	683	650	619	587	564	516				
63	895	878	852	827	793	759	733	699	665	630	605	554				
64	956	938	910	882	847	810	783	746	710	674	646	592				
65	1018	998	969	940	901	862	834	795	756	717	688	629				
66	1110	1089	1057	1025	982	940	909	867	825	781	750	687				
67	1232	1209	1173	1138	1091	1045	1009	962	915	868	833	763				
68	1354	1329	1290	1251	1200	1148	1109	1058	1006	955	916	838				
69	1476	1449	1406	1364	1308	1252	1210	1153	1097	1041	999	915				
70	1600	1568	1523	1477	1416	1355	1310	1249	1188	1127	1081	990				
71	1722	1688	1639	1591	1525	1460	1410	1344	1279	1213	1164	1066				
72	1844	1808	1756	1704	1633	1563	1511	1440	1370	1300	1247	1141				
73	1966	1929	1873	1816	1742	1666	1611	1535	1461	1385	1330	1218				
74	2089	2049	1989	1929	1850	1770	1711	1631	1552	1472	1412	1293				
75	2211	2169	2106	2042	1958	1874	1810	1727	1643	1558	1495	1369				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	286	274	257	239	222	210	192	181	169	157	146	122	1	157	1	76
2	379	367	344	321	297	280	257	239	227	210	198	163	2	181	2	93
3	414	396	373	350	326	303	280	262	245	227	210	175	3	210	3	117
4	484	466	437	408	379	356	326	309	292	268	251	204	4	227	4	128
5	531	513	478	443	414	385	361	332	315	292	274	227	5	239	5	152
6	554	536	501	466	437	408	379	350	332	303	286	233	6	251	6	163
7	583	560	525	490	455	426	396	367	344	321	297	245	7	262	7	181
8	606	589	548	507	478	443	414	385	361	332	315	257	8	274	8	216
10	630	606	566	525	490	461	426	396	373	344	321	268	10	292	10	251
11	647	624	583	542	507	472	437	408	385	356	332	274	11	309	11	274
12	670	647	606	566	525	490	455	426	402	367	344	286	12	315	12	303
13	694	665	624	583	542	507	466	437	414	379	356	292	13	326	13	326
14	711	688	641	595	560	519	484	449	426	391	367	303	14	350	14	361
15	723	700	653	606	566	531	490	455	431	396	373	309	15	367	15	391
16	729	705	659	612	571	536	496	461	437	402	373	309	16	379	16	431
17	746	717	670	624	583	542	501	472	443	408	385	315	17	396	17	455
18	764	735	688	641	600	560	519	484	455	420	391	321	18	414	18	496
19	775	746	700	653	606	566	525	490	461	426	396	326	19	437	19	525
20	799	770	717	665	624	583	536	501	472	437	408	338	20	449	20	560
21	816	787	735	682	641	595	554	513	484	449	420	344	21	466	21	635
22	828	799	746	694	647	606	560	525	490	455	426	350	22	496		
23	840	810	758	705	659	612	571	531	501	461	431	356	23	513		
24	863	828	775	723	676	630	583	542	513	472	443	367	24	536		
25	869	834	781	729	682	635	589	548	513	478	443	367	25	577		
26	880	851	793	735	688	641	595	554	525	484	455	373	26	630		
27	892	863	805	746	700	653	606	566	531	490	461	379				
28	898	869	810	752	705	659	606	566	536	496	461	379				
29	915	880	822	764	717	665	618	577	542	501	466	385				

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TERRITORY 170

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	921	886	828	770	723	670	624	577	548	507	472	391				
31	933	898	840	781	729	682	630	589	554	513	478	396				
32	950	915	857	799	746	694	641	600	566	525	490	402				
33	962	927	869	810	758	705	653	606	571	531	496	408				
34	979	944	880	816	764	711	659	618	583	536	501	414				
35	991	956	892	828	775	723	670	624	589	542	507	420				
36	1003	968	904	840	787	735	676	635	595	554	513	426				
37	1020	985	921	857	799	746	694	647	606	560	525	431				
38	1038	997	933	869	810	758	700	653	618	571	531	437				
39	1044	1003	939	875	816	758	705	659	618	571	536	443				
40	1055	1014	950	886	828	770	711	665	630	577	542	449				
41	1067	1032	962	892	840	781	723	676	635	589	548	455				
42	1079	1044	974	904	845	787	729	682	641	595	554	455				
43	1096	1055	985	915	857	799	740	688	653	600	560	461				
44	1102	1061	991	921	863	805	746	694	653	606	566	466				
45	1119	1079	1009	939	880	816	758	705	665	618	577	472				
46	1131	1090	1020	950	886	828	764	717	676	624	583	478				
47	1143	1102	1032	962	898	834	775	723	682	630	589	484				
48	1160	1119	1044	968	909	845	781	729	688	635	595	490				
49	1172	1131	1055	979	915	857	793	740	694	641	600	496				
50	1183	1143	1067	991	927	863	799	746	705	653	606	501				
51	1195	1154	1079	1003	939	875	810	758	711	659	612	507				
52	1201	1160	1084	1009	944	880	816	758	717	659	618	507				
53	1218	1172	1096	1020	956	886	822	770	723	670	624	513				
54	1230	1183	1108	1032	962	898	834	775	729	676	630	519				
55	1248	1207	1125	1044	979	909	845	787	740	688	641	531				
56	1271	1224	1143	1061	997	927	857	799	752	700	653	536				
57	1294	1248	1166	1084	1014	944	875	816	770	711	665	548				
58	1335	1283	1201	1119	1044	974	904	840	793	735	682	566				
59	1388	1335	1248	1160	1084	1009	939	875	822	764	711	589				
60	1446	1393	1300	1207	1131	1055	974	909	857	793	740	612				
61	1487	1434	1341	1248	1166	1084	1009	939	886	816	764	630				
62	1522	1463	1370	1277	1189	1108	1026	962	904	834	781	641				
63	1545	1492	1393	1294	1213	1131	1044	974	921	851	793	653				
64	1580	1522	1423	1323	1236	1154	1067	997	939	869	810	670				
65	1609	1551	1452	1353	1265	1178	1090	1014	956	886	828	682				
66	1656	1597	1492	1388	1300	1207	1119	1044	985	909	851	700				
67	1720	1662	1551	1440	1347	1253	1166	1084	1026	944	886	729				
68	1784	1720	1609	1498	1399	1306	1207	1125	1061	979	915	758				
69	1848	1784	1667	1551	1452	1353	1253	1166	1102	1014	950	781				
70	1918	1848	1726	1603	1504	1399	1294	1207	1137	1055	985	810				
71	1982	1906	1784	1662	1551	1446	1341	1248	1178	1090	1014	840				
72	2046	1971	1842	1714	1603	1492	1382	1288	1218	1125	1049	869				
73	2110	2035	1901	1766	1656	1539	1428	1329	1253	1160	1084	892				
74	2175	2099	1959	1819	1702	1586	1469	1370	1294	1195	1119	921				
75	2239	2157	2017	1877	1755	1632	1516	1411	1329	1230	1149	950				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	40	38	37	36	35	34	32	30	29	28	26	24	1	30	1	11
2	52	50	49	48	46	43	42	41	38	36	35	32	2	41	2	13
3	65	64	61	59	56	54	53	50	48	46	43	40	3	47	3	18
4	74	73	71	68	66	64	61	58	55	53	50	46	4	52	4	22
5	83	82	79	77	73	71	68	65	61	59	56	52	5	59	5	25
6	92	90	88	85	82	78	76	72	68	65	62	56	6	66	6	34
7	102	100	97	95	90	86	84	79	76	72	70	64	7	72	7	41
8	109	108	104	101	97	92	90	85	82	77	74	68	8	78	8	48
10	119	116	113	109	104	101	97	92	88	84	80	73	10	84	10	61
11	126	124	120	116	112	107	103	98	94	89	85	78	11	91	11	74
12	132	130	126	122	118	112	108	103	98	94	90	82	12	100	12	86
13	137	134	131	127	121	116	113	107	102	97	92	85	13	107	13	102
14	144	140	137	133	127	121	118	112	107	101	97	89	14	115	14	120
15	150	148	143	138	133	127	122	118	112	106	101	92	15	127	15	145
16	156	154	149	144	138	132	128	122	116	110	106	97	16	139	16	176
17	162	160	155	150	144	138	133	127	121	114	110	101	17	155	17	211
18	169	166	161	156	150	143	138	132	126	119	114	104	18	168	18	252
19	174	170	166	161	154	148	143	136	130	122	118	108	19	184	19	301
20	179	175	170	166	158	151	146	139	133	126	121	110	20	204	20	358
21	185	181	176	172	164	157	151	145	138	131	125	115	21	227	21	494
22	191	187	181	175	168	161	156	149	142	134	128	118	22	256		
23	197	193	187	181	174	167	161	154	146	138	133	121	23	287		
24	202	198	192	186	179	170	166	157	150	142	137	125	24	331		
25	208	204	198	192	184	176	170	162	155	146	140	128	25	408		
26	215	210	204	198	190	181	175	167	160	151	145	133	26	500		
27	221	216	210	204	196	187	181	173	164	156	149	137				
28	228	223	217	211	202	193	187	178	169	161	155	142				
29	235	232	224	217	209	199	193	184	175	166	160	146				
30	242	238	230	223	215	205	198	188	180	170	163	150				
31	250	245	238	230	221	211	204	194	185	176	169	155				
32	257	252	245	238	228	218	210	200	191	181	174	160				
33	265	259	252	245	234	224	217	206	197	186	179	164				
34	271	265	258	251	240	229	222	211	202	191	184	168				
35	277	272	264	256	246	235	227	216	206	196	187	172				
36	284	280	271	263	252	241	233	222	211	200	192	176				
37	295	289	281	272	262	250	241	230	220	208	199	182				
38	306	300	292	283	271	259	251	239	228	216	208	190				
39	317	311	301	292	280	268	259	247	235	223	214	196				
40	326	320	311	301	289	277	268	254	242	230	221	202				
41	337	331	322	312	299	287	276	264	251	238	228	209				
42	348	341	331	322	308	295	284	271	258	245	235	215				
43	358	352	341	330	317	304	293	280	266	252	242	222				
44	368	361	350	340	326	312	301	287	274	259	248	228				
45	378	371	360	349	335	320	310	295	281	266	256	234				
46	391	383	372	361	346	331	320	305	290	275	264	242				
47	403	396	384	372	358	342	330	314	300	284	272	250				
48	416	408	396	384	368	353	341	325	308	293	281	258				
49	428	420	408	396	379	364	350	335	318	302	289	265				
50	439	431	419	407	390	373	360	343	326	310	298	272				
51	452	444	431	418	401	384	371	353	336	319	306	280				
52	464	456	443	430	412	394	380	364	346	328	314	288				
53	476	467	454	440	422	403	390	372	354	336	322	295				
54	496	486	472	457	438	420	406	386	368	349	335	306				
55	520	509	494	480	460	440	425	406	385	366	352	322				
56	547	536	521	505	485	463	448	427	407	385	370	338				
57	577	566	550	533	511	490	473	451	428	407	390	358				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	623	611	593	575	551	528	510	486	462	439	421	385				
59	690	677	658	638	612	586	565	539	512	487	467	427				
60	764	750	728	707	678	648	626	598	568	539	517	474				
61	835	820	796	772	740	708	684	653	620	589	565	517				
62	901	883	858	833	798	763	738	703	670	635	610	558				
63	967	949	922	894	857	821	792	756	719	682	654	599				
64	1033	1014	984	954	916	876	846	806	768	728	698	640				
65	1100	1079	1048	1016	974	932	901	859	817	775	744	680				
66	1200	1177	1142	1108	1062	1016	983	937	892	845	811	743				
67	1332	1307	1268	1230	1180	1129	1091	1040	989	938	900	824				
68	1464	1436	1394	1352	1297	1241	1199	1144	1087	1032	990	906				
69	1596	1566	1520	1475	1414	1354	1308	1247	1186	1126	1080	989				
70	1729	1696	1646	1597	1531	1465	1416	1350	1284	1218	1169	1070				
71	1861	1825	1772	1720	1649	1578	1524	1453	1382	1312	1259	1152				
72	1993	1955	1898	1842	1765	1690	1633	1556	1481	1405	1348	1234				
73	2125	2086	2024	1963	1883	1801	1741	1660	1579	1498	1438	1316				
74	2258	2215	2150	2086	2000	1914	1849	1763	1678	1591	1526	1398				
75	2390	2345	2276	2208	2117	2026	1957	1867	1776	1685	1616	1480				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	342	328	307	286	265	251	230	216	202	188	175	147	1	188	1	91
2	454	440	412	384	356	335	307	286	272	251	237	195	2	216	2	112
3	496	475	447	419	391	363	335	314	293	272	251	209	3	251	3	140
4	579	558	524	489	454	426	391	370	349	321	300	244	4	272	4	154
5	635	614	572	530	496	461	433	398	377	349	328	272	5	286	5	181
6	663	642	600	558	524	489	454	419	398	363	342	279	6	300	6	195
7	698	670	628	586	544	510	475	440	412	384	356	293	7	314	7	216
8	726	705	656	607	572	530	496	461	433	398	377	307	8	328	8	258
10	754	726	677	628	586	551	510	475	447	412	384	321	10	349	10	300
11	775	747	698	649	607	565	524	489	461	426	398	328	11	370	11	328
12	803	775	726	677	628	586	544	510	482	440	412	342	12	377	12	363
13	831	796	747	698	649	607	558	524	496	454	426	349	13	391	13	391
14	852	824	768	712	670	621	579	537	510	468	440	363	14	419	14	433
15	866	838	782	726	677	635	586	544	517	475	447	370	15	440	15	468
16	873	845	789	733	684	642	593	551	524	482	447	370	16	454	16	517
17	893	859	803	747	698	649	600	565	530	489	461	377	17	475	17	544
18	914	879	824	768	719	670	621	579	544	503	468	384	18	496	18	593
19	928	893	838	782	726	677	628	586	551	510	475	391	19	524	19	628
20	956	921	859	796	747	698	642	600	565	524	489	405	20	537	20	670
21	977	942	879	817	768	712	663	614	579	537	503	412	21	558	21	761
22	991	956	893	831	775	726	670	628	586	544	510	419	22	593		
23	1005	970	907	845	789	733	684	635	600	551	517	426	23	614		
24	1033	991	928	866	810	754	698	649	614	565	530	440	24	642		
25	1040	998	935	873	817	761	705	656	614	572	530	440	25	691		
26	1054	1019	949	879	824	768	712	663	628	579	544	447	26	754		
27	1068	1033	963	893	838	782	726	677	635	586	551	454				
28	1075	1040	970	900	845	789	726	677	642	593	551	454				
29	1096	1054	984	914	859	796	740	691	649	600	558	461				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1103	1061	991	921	866	803	747	691	656	607	565	468				
31	1117	1075	1005	935	873	817	754	705	663	614	572	475				
32	1138	1096	1026	956	893	831	768	719	677	628	586	482				
33	1152	1110	1040	970	907	845	782	726	684	635	593	489				
34	1173	1131	1054	977	914	852	789	740	698	642	600	496				
35	1187	1145	1068	991	928	866	803	747	705	649	607	503				
36	1201	1159	1082	1005	942	879	810	761	712	663	614	510				
37	1222	1180	1103	1026	956	893	831	775	726	670	628	517				
38	1242	1194	1117	1040	970	907	838	782	740	684	635	524				
39	1249	1201	1124	1047	977	907	845	789	740	684	642	530				
40	1263	1215	1138	1061	991	921	852	796	754	691	649	537				
41	1277	1235	1152	1068	1005	935	866	810	761	705	656	544				
42	1291	1249	1166	1082	1012	942	873	817	768	712	663	544				
43	1312	1263	1180	1096	1026	956	886	824	782	719	670	551				
44	1319	1270	1187	1103	1033	963	893	831	782	726	677	558				
45	1340	1291	1208	1124	1054	977	907	845	796	740	691	565				
46	1354	1305	1222	1138	1061	991	914	859	810	747	698	572				
47	1368	1319	1235	1152	1075	998	928	866	817	754	705	579				
48	1389	1340	1249	1159	1089	1012	935	873	824	761	712	586				
49	1403	1354	1263	1173	1096	1026	949	886	831	768	719	593				
50	1417	1368	1277	1187	1110	1033	956	893	845	782	726	600				
51	1431	1382	1291	1201	1124	1047	970	907	852	789	733	607				
52	1438	1389	1298	1208	1131	1054	977	907	859	789	740	607				
53	1459	1403	1312	1222	1145	1061	984	921	866	803	747	614				
54	1473	1417	1326	1235	1152	1075	998	928	873	810	754	621				
55	1494	1445	1347	1249	1173	1089	1012	942	886	824	768	635				
56	1522	1466	1368	1270	1194	1110	1026	956	900	838	782	642				
57	1550	1494	1396	1298	1215	1131	1047	977	921	852	796	656				
58	1598	1536	1438	1340	1249	1166	1082	1005	949	879	817	677				
59	1661	1598	1494	1389	1298	1208	1124	1047	984	914	852	705				
60	1731	1668	1557	1445	1354	1263	1166	1089	1026	949	886	733				
61	1780	1717	1605	1494	1396	1298	1208	1124	1061	977	914	754				
62	1822	1752	1640	1529	1424	1326	1228	1152	1082	998	935	768				
63	1850	1787	1668	1550	1452	1354	1249	1166	1103	1019	949	782				
64	1892	1822	1703	1584	1480	1382	1277	1194	1124	1040	970	803				
65	1926	1857	1738	1619	1515	1410	1305	1215	1145	1061	991	817				
66	1982	1913	1787	1661	1557	1445	1340	1249	1180	1089	1019	838				
67	2059	1989	1857	1724	1612	1501	1396	1298	1228	1131	1061	873				
68	2136	2059	1926	1794	1675	1564	1445	1347	1270	1173	1096	907				
69	2213	2136	1996	1857	1738	1619	1501	1396	1319	1215	1138	935				
70	2296	2213	2066	1920	1801	1675	1550	1445	1361	1263	1180	970				
71	2373	2282	2136	1989	1857	1731	1605	1494	1410	1305	1215	1005				
72	2450	2359	2206	2052	1920	1787	1654	1543	1459	1347	1256	1040				
73	2527	2436	2275	2115	1982	1843	1710	1591	1501	1389	1298	1068				
74	2604	2513	2345	2178	2038	1899	1759	1640	1550	1431	1340	1103				
75	2680	2583	2415	2248	2101	1954	1815	1689	1591	1473	1375	1138				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	26	25	24	24	23	22	21	20	19	18	17	16	1	20	1	7
2	34	33	32	32	30	28	28	27	25	24	23	21	2	27	2	9
3	43	42	40	39	37	36	35	33	32	30	28	26	3	31	3	12
4	49	48	47	45	43	42	40	38	36	35	33	30	4	34	4	14
5	55	54	52	51	48	47	45	43	40	39	37	34	5	39	5	17
6	61	59	58	56	54	51	50	47	45	43	41	37	6	43	6	22
7	67	66	64	62	59	57	55	52	50	47	46	42	7	47	7	27
8	72	71	69	66	64	61	59	56	54	51	49	45	8	51	8	32
10	78	77	74	72	69	66	64	61	58	55	53	48	10	55	10	40
11	83	81	79	77	73	70	68	65	62	58	56	51	11	60	11	49
12	87	85	83	81	77	73	71	68	65	62	59	54	12	66	12	57
13	90	88	86	84	80	77	74	70	67	64	61	56	13	70	13	67
14	95	92	90	88	84	80	77	73	70	66	64	58	14	76	14	79
15	99	97	94	91	88	84	81	77	73	70	66	61	15	84	15	96
16	103	101	98	95	91	87	85	81	77	73	70	64	16	92	16	116
17	107	105	102	99	95	91	88	84	80	75	73	66	17	102	17	139
18	111	109	106	103	99	94	91	87	83	78	75	69	18	111	18	166
19	115	112	109	106	101	97	94	89	85	81	77	71	19	121	19	198
20	118	115	112	109	104	100	96	92	88	83	80	73	20	134	20	235
21	122	119	116	113	108	103	100	96	91	86	82	76	21	149	21	325
22	126	123	119	115	111	106	103	98	93	88	85	77	22	168		
23	130	127	123	119	115	110	106	101	96	91	88	80	23	189		
24	133	130	126	122	118	112	109	103	99	93	90	82	24	218		
25	137	134	130	126	121	116	112	107	102	96	92	85	25	269		
26	141	138	134	130	125	119	115	110	105	100	96	88	26	329		
27	145	142	138	134	129	123	119	114	108	103	98	90				
28	150	147	143	139	133	127	123	117	111	106	102	93				
29	155	152	148	143	137	131	127	121	115	109	105	96				
30	160	156	152	147	141	135	130	124	119	112	107	99				
31	164	161	156	152	145	139	134	128	122	116	111	102				
32	169	166	161	156	150	144	138	132	126	119	115	105				
33	175	171	166	161	154	148	143	136	130	122	118	108				
34	179	175	170	165	158	151	146	139	133	126	121	111				
35	182	179	174	168	162	155	149	142	136	129	123	113				
36	187	184	179	173	166	159	153	146	139	132	126	116				
37	194	190	185	179	172	164	159	152	145	137	131	120				
38	201	198	192	186	179	171	165	157	150	142	137	125				
39	209	205	198	192	184	176	171	163	155	147	141	129				
40	215	211	205	198	190	182	176	167	160	152	145	133				
41	222	218	212	205	197	189	182	174	165	156	150	137				
42	229	224	218	212	203	194	187	179	170	161	155	141				
43	235	231	224	217	209	200	193	184	175	166	160	146				
44	243	238	231	224	215	205	198	189	180	171	164	150				
45	249	244	237	230	220	211	204	194	185	175	168	154				
46	258	252	245	238	228	218	211	201	191	181	174	160				
47	265	261	253	245	235	225	217	207	198	187	179	164				
48	274	269	261	253	243	232	224	214	203	193	185	170				
49	282	277	269	261	250	239	231	220	209	199	190	175				
50	289	284	276	268	257	246	237	226	215	204	196	179				
51	298	292	284	275	264	253	244	232	221	210	201	184				
52	306	300	292	283	271	259	250	239	228	216	207	190				
53	314	307	299	290	278	265	257	245	233	221	212	194				
54	326	320	310	301	288	277	267	254	243	230	220	201				
55	342	335	325	316	303	290	280	267	254	241	231	212				
56	360	353	343	333	319	305	295	281	268	254	243	223				
57	380	373	362	351	337	322	311	297	282	268	257	235				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	410	402	390	378	363	348	336	320	304	289	277	254				
59	454	446	433	420	403	386	372	355	337	321	307	281				
60	503	494	480	465	446	427	412	393	374	355	340	312				
61	550	540	524	508	487	466	450	430	408	388	372	340				
62	593	581	565	548	525	502	486	463	441	418	401	367				
63	637	625	607	589	564	540	521	498	473	449	431	394				
64	680	668	648	628	603	577	557	531	506	480	460	421				
65	724	710	690	669	641	614	593	566	538	510	490	448				
66	790	775	752	729	699	669	647	617	587	556	534	489				
67	877	860	835	810	777	743	718	685	651	618	593	543				
68	964	946	918	890	854	817	789	753	716	679	652	596				
69	1051	1031	1001	971	931	891	861	821	781	741	711	651				
70	1138	1116	1084	1051	1008	965	932	889	845	802	769	705				
71	1225	1202	1167	1132	1085	1039	1003	957	910	863	829	758				
72	1312	1287	1250	1213	1162	1112	1075	1025	975	925	887	812				
73	1399	1373	1333	1292	1240	1186	1146	1093	1040	986	946	867				
74	1487	1458	1416	1373	1317	1260	1217	1161	1104	1048	1005	920				
75	1574	1544	1499	1454	1394	1334	1288	1229	1169	1109	1064	974				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	290	278	260	243	225	213	195	184	172	160	148	124	1	160	1	77
2	385	373	349	326	302	284	260	243	231	213	201	166	2	184	2	95
3	420	403	379	355	332	308	284	266	249	231	213	178	3	213	3	118
4	491	474	444	414	385	361	332	314	296	272	255	207	4	231	4	130
5	539	521	485	450	420	391	367	337	320	296	278	231	5	243	5	154
6	562	545	509	474	444	414	385	355	337	308	290	237	6	255	6	166
7	592	568	533	497	462	432	403	373	349	326	302	249	7	266	7	184
8	616	598	556	515	485	450	420	391	367	337	320	260	8	278	8	219
10	639	616	574	533	497	468	432	403	379	349	326	272	10	296	10	255
11	657	633	592	551	515	480	444	414	391	361	337	278	11	314	11	278
12	681	657	616	574	533	497	462	432	408	373	349	290	12	320	12	308
13	704	675	633	592	551	515	474	444	420	385	361	296	13	332	13	332
14	722	699	651	604	568	527	491	456	432	397	373	308	14	355	14	367
15	734	710	663	616	574	539	497	462	438	403	379	314	15	373	15	397
16	740	716	669	622	580	545	503	468	444	408	379	314	16	385	16	438
17	758	728	681	633	592	551	509	480	450	414	391	320	17	403	17	462
18	776	746	699	651	610	568	527	491	462	426	397	326	18	420	18	503
19	787	758	710	663	616	574	533	497	468	432	403	332	19	444	19	533
20	811	781	728	675	633	592	545	509	480	444	414	343	20	456	20	568
21	829	799	746	693	651	604	562	521	491	456	426	349	21	474	21	645
22	841	811	758	704	657	616	568	533	497	462	432	355	22	503		
23	852	823	770	716	669	622	580	539	509	468	438	361	23	521		
24	876	841	787	734	687	639	592	551	521	480	450	373	24	545		
25	882	847	793	740	693	645	598	556	521	485	450	373	25	586		
26	894	864	805	746	699	651	604	562	533	491	462	379	26	639		
27	906	876	817	758	710	663	616	574	539	497	468	385				
28	912	882	823	764	716	669	616	574	545	503	468	385				
29	929	894	835	776	728	675	628	586	551	509	474	391				

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TERRITORY 190

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	935	900	841	781	734	681	633	586	556	515	480	397				
31	947	912	852	793	740	693	639	598	562	521	485	403				
32	965	929	870	811	758	704	651	610	574	533	497	408				
33	977	941	882	823	770	716	663	616	580	539	503	414				
34	995	959	894	829	776	722	669	628	592	545	509	420				
35	1006	971	906	841	787	734	681	633	598	551	515	426				
36	1018	983	918	852	799	746	687	645	604	562	521	432				
37	1036	1000	935	870	811	758	704	657	616	568	533	438				
38	1054	1012	947	882	823	770	710	663	628	580	539	444				
39	1060	1018	953	888	829	770	716	669	628	580	545	450				
40	1072	1030	965	900	841	781	722	675	639	586	551	456				
41	1083	1048	977	906	852	793	734	687	645	598	556	462				
42	1095	1060	989	918	858	799	740	693	651	604	562	462				
43	1113	1072	1000	929	870	811	752	699	663	610	568	468				
44	1119	1077	1006	935	876	817	758	704	663	616	574	474				
45	1137	1095	1024	953	894	829	770	716	675	628	586	480				
46	1148	1107	1036	965	900	841	776	728	687	633	592	485				
47	1160	1119	1048	977	912	847	787	734	693	639	598	491				
48	1178	1137	1060	983	924	858	793	740	699	645	604	497				
49	1190	1148	1072	995	929	870	805	752	704	651	610	503				
50	1202	1160	1083	1006	941	876	811	758	716	663	616	509				
51	1214	1172	1095	1018	953	888	823	770	722	669	622	515				
52	1220	1178	1101	1024	959	894	829	770	728	669	628	515				
53	1237	1190	1113	1036	971	900	835	781	734	681	633	521				
54	1249	1202	1125	1048	977	912	847	787	740	687	639	527				
55	1267	1225	1143	1060	995	924	858	799	752	699	651	539				
56	1291	1243	1160	1077	1012	941	870	811	764	710	663	545				
57	1314	1267	1184	1101	1030	959	888	829	781	722	675	556				
58	1356	1302	1220	1137	1060	989	918	852	805	746	693	574				
59	1409	1356	1267	1178	1101	1024	953	888	835	776	722	598				
60	1468	1415	1320	1225	1148	1072	989	924	870	805	752	622				
61	1510	1456	1362	1267	1184	1101	1024	953	900	829	776	639				
62	1545	1486	1391	1296	1208	1125	1042	977	918	847	793	651				
63	1569	1516	1415	1314	1231	1148	1060	989	935	864	805	663				
64	1604	1545	1444	1344	1255	1172	1083	1012	953	882	823	681				
65	1634	1575	1474	1373	1285	1196	1107	1030	971	900	841	693				
66	1681	1622	1516	1409	1320	1225	1137	1060	1000	924	864	710				
67	1746	1687	1575	1462	1368	1273	1184	1101	1042	959	900	740				
68	1812	1746	1634	1521	1421	1326	1225	1143	1077	995	929	770				
69	1877	1812	1693	1575	1474	1373	1273	1184	1119	1030	965	793				
70	1948	1877	1752	1628	1527	1421	1314	1225	1154	1072	1000	823				
71	2013	1936	1812	1687	1575	1468	1362	1267	1196	1107	1030	852				
72	2078	2001	1871	1740	1628	1516	1403	1308	1237	1143	1066	882				
73	2143	2066	1930	1794	1681	1563	1450	1350	1273	1178	1101	906				
74	2208	2131	1989	1847	1729	1610	1492	1391	1314	1214	1137	935				
75	2273	2190	2048	1906	1782	1658	1539	1433	1350	1249	1166	965				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 200

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	36	35	34	33	32	31	29	27	26	25	24	22	1	27	1	10
2	47	46	45	44	41	39	38	37	35	33	32	29	2	37	2	12
3	59	58	56	53	51	49	48	46	44	41	39	36	3	43	3	16
4	68	66	64	62	60	58	56	52	50	48	46	41	4	47	4	20
5	75	74	72	70	66	64	62	59	56	53	51	47	5	53	5	23
6	84	82	80	77	74	71	69	65	62	59	57	51	6	60	6	31
7	93	90	88	86	82	78	76	72	69	65	63	58	7	65	7	37
8	99	98	95	92	88	84	82	77	74	70	68	62	8	71	8	44
10	108	106	102	99	95	92	88	84	80	76	73	66	10	76	10	56
11	114	112	109	106	101	97	94	89	85	81	77	71	11	83	11	68
12	120	118	114	111	107	101	98	94	89	85	82	74	12	90	12	78
13	124	122	119	116	110	106	102	97	93	88	84	77	13	97	13	93
14	131	128	124	121	116	110	107	101	97	92	88	81	14	105	14	109
15	136	134	130	125	121	116	111	107	101	96	92	84	15	116	15	132
16	142	140	135	131	125	120	117	111	106	100	96	88	16	126	16	160
17	147	145	141	136	131	125	121	116	110	104	100	92	17	141	17	192
18	154	150	146	142	136	130	125	120	114	108	104	95	18	153	18	229
19	158	155	150	146	140	134	130	123	118	111	107	98	19	167	19	274
20	162	159	155	150	144	137	133	126	121	114	110	100	20	185	20	325
21	168	165	160	156	149	143	137	132	125	119	113	105	21	206	21	449
22	173	170	165	159	153	146	142	135	129	122	117	107	22	232		
23	179	175	170	165	158	152	146	140	133	125	121	110	23	261		
24	183	180	174	169	162	155	150	143	136	129	124	113	24	301		
25	189	185	180	174	167	160	155	147	141	133	128	117	25	371		
26	195	191	185	180	172	165	159	152	145	137	132	121	26	455		
27	201	196	191	185	178	170	165	157	149	142	135	124				
28	207	203	197	192	183	175	170	161	154	146	141	129				
29	214	210	204	197	190	181	175	167	159	150	145	133				
30	220	216	209	203	195	186	180	171	164	155	148	136				
31	227	222	216	209	201	192	185	177	168	160	154	141				
32	233	229	222	216	207	198	191	182	173	165	158	145				
33	241	235	229	222	213	204	197	187	179	169	162	149				
34	246	241	234	228	218	208	202	192	183	173	167	153				
35	252	247	240	232	223	214	206	196	187	178	170	156				
36	258	254	246	239	229	219	211	202	192	182	174	160				
37	268	263	255	247	238	227	219	209	199	189	181	166				
38	278	273	265	257	246	235	228	217	207	196	189	172				
39	288	282	274	265	254	243	235	225	214	203	194	178				
40	296	291	282	274	263	252	243	231	220	209	201	183				
41	306	301	292	283	271	261	251	240	228	216	207	190				
42	316	310	301	292	280	268	258	246	234	222	214	195				
43	325	319	310	300	288	276	266	254	242	229	220	202				
44	335	328	318	308	296	283	274	261	249	235	226	207				
45	343	337	327	317	304	291	281	268	255	242	232	213				
46	355	348	338	328	314	301	291	277	264	250	240	220				
47	366	360	349	338	325	311	300	286	273	258	247	227				
48	378	371	360	349	335	320	310	295	280	266	255	234				
49	389	382	371	360	344	330	318	304	289	275	263	241				
50	399	391	380	370	354	339	327	312	296	281	270	247				
51	411	403	391	379	364	349	337	320	305	290	278	254				
52	422	414	402	390	374	358	346	330	314	298	286	262				
53	433	424	412	400	384	366	354	338	322	305	292	268				
54	450	441	428	415	398	382	368	351	335	317	304	278				
55	472	462	449	436	417	400	386	368	350	332	319	292				
56	497	487	473	459	440	421	407	388	370	350	336	307				
57	524	514	499	484	464	445	429	410	389	370	354	325				

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Tterritory 200

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	566	555	538	522	500	480	463	441	420	399	383	350				
59	627	615	597	580	556	532	513	489	465	443	424	388				
60	694	681	662	642	616	589	569	543	516	489	470	431				
61	759	744	723	701	673	643	621	593	564	535	513	470				
62	819	802	779	756	725	693	670	639	608	577	554	507				
63	879	862	837	812	778	746	719	687	653	619	594	544				
64	938	921	894	867	832	796	768	732	698	662	634	581				
65	1000	980	952	923	885	847	819	780	742	704	676	618				
66	1090	1069	1038	1006	965	923	893	851	810	767	737	675				
67	1210	1187	1152	1117	1071	1026	991	945	898	852	818	749				
68	1330	1305	1267	1228	1178	1127	1089	1039	988	937	899	823				
69	1450	1422	1381	1340	1284	1230	1188	1133	1077	1022	981	898				
70	1571	1540	1495	1451	1391	1331	1286	1226	1166	1106	1062	972				
71	1691	1658	1610	1562	1498	1433	1384	1320	1256	1191	1143	1046				
72	1810	1776	1724	1673	1603	1535	1483	1414	1345	1276	1224	1121				
73	1930	1894	1839	1783	1710	1636	1582	1507	1434	1360	1306	1196				
74	2051	2012	1953	1894	1817	1739	1680	1601	1524	1445	1386	1270				
75	2171	2130	2068	2006	1923	1840	1778	1696	1613	1530	1468	1344				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	313	300	281	262	243	230	211	198	185	173	160	134	1	173	1	83
2	415	403	377	351	326	307	281	262	249	230	217	179	2	198	2	102
3	454	435	409	383	358	332	307	288	268	249	230	192	3	230	3	128
4	530	511	479	447	415	390	358	339	320	294	275	224	4	249	4	141
5	581	562	524	486	454	422	396	364	345	320	300	249	5	262	5	166
6	607	588	550	511	479	447	415	383	364	332	313	256	6	275	6	179
7	639	613	575	537	498	466	435	403	377	351	326	268	7	288	7	198
8	665	645	601	556	524	486	454	422	396	364	345	281	8	300	8	236
10	690	665	620	575	537	505	466	435	409	377	351	294	10	320	10	275
11	709	684	639	594	556	518	479	447	422	390	364	300	11	339	11	300
12	735	709	665	620	575	537	498	466	441	403	377	313	12	345	12	332
13	760	728	684	639	594	556	511	479	454	415	390	320	13	358	13	358
14	780	754	703	652	613	569	530	492	466	428	403	332	14	383	14	396
15	792	767	716	665	620	581	537	498	473	435	409	339	15	403	15	428
16	799	773	722	671	626	588	543	505	479	441	409	339	16	415	16	473
17	818	786	735	684	639	594	550	518	486	447	422	345	17	435	17	498
18	837	805	754	703	658	613	569	530	498	460	428	351	18	454	18	543
19	850	818	767	716	665	620	575	537	505	466	435	358	19	479	19	575
20	875	843	786	728	684	639	588	550	518	479	447	371	20	492	20	613
21	895	863	805	748	703	652	607	562	530	492	460	377	21	511	21	697
22	907	875	818	760	709	665	613	575	537	498	466	383	22	543		
23	920	888	831	773	722	671	626	581	550	505	473	390	23	562		
24	946	907	850	792	741	690	639	594	562	518	486	403	24	588		
25	952	914	856	799	748	697	645	601	562	524	486	403	25	633		
26	965	933	869	805	754	703	652	607	575	530	498	409	26	690		
27	978	946	882	818	767	716	665	620	581	537	505	415				
28	984	952	888	824	773	722	665	620	588	543	505	415				
29	1003	965	901	837	786	728	677	633	594	550	511	422				

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TERRITORY 200

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1010	971	907	843	792	735	684	633	601	556	518	428				
31	1022	984	920	856	799	748	690	645	607	562	524	435				
32	1042	1003	939	875	818	760	703	658	620	575	537	441				
33	1054	1016	952	888	831	773	716	665	626	581	543	447				
34	1074	1035	965	895	837	780	722	677	639	588	550	454				
35	1086	1048	978	907	850	792	735	684	645	594	556	460				
36	1099	1061	990	920	863	805	741	697	652	607	562	466				
37	1118	1080	1010	939	875	818	760	709	665	613	575	473				
38	1137	1093	1022	952	888	831	767	716	677	626	581	479				
39	1144	1099	1029	959	895	831	773	722	677	626	588	486				
40	1157	1112	1042	971	907	843	780	728	690	633	594	492				
41	1169	1131	1054	978	920	856	792	741	697	645	601	498				
42	1182	1144	1067	990	927	863	799	748	703	652	607	498				
43	1201	1157	1080	1003	939	875	812	754	716	658	613	505				
44	1208	1163	1086	1010	946	882	818	760	716	665	620	511				
45	1227	1182	1105	1029	965	895	831	773	728	677	633	518				
46	1240	1195	1118	1042	971	907	837	786	741	684	639	524				
47	1252	1208	1131	1054	984	914	850	792	748	690	645	530				
48	1272	1227	1144	1061	997	927	856	799	754	697	652	537				
49	1284	1240	1157	1074	1003	939	869	812	760	703	658	543				
50	1297	1252	1169	1086	1016	946	875	818	773	716	665	550				
51	1310	1265	1182	1099	1029	959	888	831	780	722	671	556				
52	1316	1272	1189	1105	1035	965	895	831	786	722	677	556				
53	1336	1284	1201	1118	1048	971	901	843	792	735	684	562				
54	1348	1297	1214	1131	1054	984	914	850	799	741	690	569				
55	1367	1323	1233	1144	1074	997	927	863	812	754	703	581				
56	1393	1342	1252	1163	1093	1016	939	875	824	767	716	588				
57	1419	1367	1278	1189	1112	1035	959	895	843	780	728	601				
58	1463	1406	1316	1227	1144	1067	990	920	869	805	748	620				
59	1521	1463	1367	1272	1189	1105	1029	959	901	837	780	645				
60	1585	1527	1425	1323	1240	1157	1067	997	939	869	812	671				
61	1629	1572	1470	1367	1278	1189	1105	1029	971	895	837	690				
62	1668	1604	1502	1399	1304	1214	1125	1054	990	914	856	703				
63	1693	1636	1527	1419	1329	1240	1144	1067	1010	933	869	716				
64	1732	1668	1559	1451	1355	1265	1169	1093	1029	952	888	735				
65	1764	1700	1591	1482	1387	1291	1195	1112	1048	971	907	748				
66	1815	1751	1636	1521	1425	1323	1227	1144	1080	997	933	767				
67	1885	1821	1700	1578	1476	1374	1278	1189	1125	1035	971	799				
68	1955	1885	1764	1642	1534	1431	1323	1233	1163	1074	1003	831				
69	2026	1955	1828	1700	1591	1482	1374	1278	1208	1112	1042	856				
70	2102	2026	1891	1757	1649	1534	1419	1323	1246	1157	1080	888				
71	2173	2090	1955	1821	1700	1585	1470	1367	1291	1195	1112	920				
72	2243	2160	2019	1879	1757	1636	1514	1412	1336	1233	1150	952				
73	2313	2230	2083	1936	1815	1687	1566	1457	1374	1272	1189	978				
74	2383	2300	2147	1994	1866	1738	1610	1502	1419	1310	1227	1010				
75	2454	2364	2211	2058	1923	1789	1661	1546	1457	1348	1259	1042				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 210

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	34	33	32	31	30	29	28	26	24	23	22	20	1	26	1	9
2	44	43	42	41	39	37	36	35	33	31	30	28	2	35	2	11
3	55	54	52	50	48	46	45	43	41	39	37	34	3	40	3	15
4	63	62	60	58	56	54	52	49	47	45	43	39	4	44	4	18
5	70	69	67	65	62	60	58	55	52	50	48	44	5	50	5	21
6	79	77	74	72	69	66	64	61	58	55	53	48	6	56	6	29
7	87	85	83	81	77	73	71	67	64	61	59	54	7	61	7	35
8	93	92	89	86	83	79	77	72	69	65	63	58	8	66	8	41
10	101	99	96	93	89	86	83	79	74	71	68	62	10	71	10	52
11	107	105	102	99	95	91	88	84	80	75	72	66	11	78	11	63
12	112	110	107	104	100	95	92	88	84	80	77	69	12	85	12	73
13	116	114	111	108	103	99	96	91	87	83	79	72	13	91	13	87
14	122	119	116	113	108	103	100	95	91	86	83	75	14	98	14	102
15	128	125	121	117	113	108	104	100	95	90	86	79	15	108	15	123
16	133	131	126	122	117	112	109	104	99	94	90	83	16	118	16	150
17	138	136	132	128	122	117	113	108	103	97	94	86	17	132	17	180
18	144	141	137	133	128	121	117	112	107	101	97	89	18	143	18	214
19	148	145	141	137	131	125	121	115	110	104	100	92	19	156	19	256
20	152	149	145	141	135	129	124	118	113	107	103	94	20	173	20	304
21	157	154	150	146	140	134	129	123	117	111	106	98	21	193	21	420
22	162	159	154	149	143	137	133	126	120	114	109	100	22	217		
23	167	164	159	154	148	142	137	131	124	117	113	103	23	244		
24	171	168	163	158	152	145	141	134	128	120	116	106	24	282		
25	176	173	168	163	156	150	145	138	132	124	119	109	25	347		
26	183	179	173	168	161	154	149	142	136	129	123	113	26	425		
27	188	184	179	173	166	159	154	147	140	133	126	116				
28	194	190	185	180	171	164	159	151	144	137	132	120				
29	200	197	191	185	177	169	164	156	149	141	136	124				
30	206	202	196	190	183	174	168	160	153	145	139	128				
31	212	208	202	196	188	180	173	165	157	150	144	132				
32	218	214	208	202	194	186	179	170	162	154	148	136				
33	225	220	214	208	199	191	185	175	167	158	152	140				
34	231	225	219	213	204	195	189	180	171	162	156	143				
35	236	232	224	217	209	200	193	184	175	166	159	146				
36	242	238	231	223	214	205	198	189	180	170	163	150				
37	251	246	239	232	222	212	205	196	187	176	169	155				
38	260	255	248	241	231	220	213	203	194	184	176	161				
39	269	264	256	248	238	227	220	210	200	190	182	166				
40	277	272	264	256	246	236	227	216	206	196	188	171				
41	287	282	273	265	254	244	235	224	213	202	194	177				
42	296	290	282	273	262	251	242	231	219	208	200	183				
43	304	299	290	281	269	258	249	238	226	214	206	189				
44	313	307	298	289	277	265	256	244	233	220	211	194				
45	321	315	306	297	285	272	263	251	239	226	217	199				
46	333	325	316	307	294	282	272	259	247	234	224	206				
47	343	337	326	316	304	291	281	267	255	242	232	212				
48	354	347	337	326	313	300	290	276	262	249	239	219				
49	364	357	347	337	322	309	298	285	270	257	246	225				
50	373	366	356	346	332	317	306	292	277	263	253	232				
51	385	377	366	355	341	326	315	300	286	271	260	238				
52	395	388	376	365	350	335	323	309	294	278	267	245				
53	405	397	386	374	359	343	332	316	301	286	273	251				
54	421	413	401	389	372	357	345	328	313	297	285	260				
55	442	432	420	408	391	374	361	345	327	311	299	273				
56	465	456	443	429	412	394	380	363	346	327	314	288				
57	491	481	467	453	435	416	402	384	364	346	332	304				

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TERRITORY 210

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	529	519	504	489	468	449	434	413	393	373	358	327				
59	587	575	559	543	520	498	480	458	436	414	397	363				
60	650	638	619	601	576	551	532	508	482	458	440	403				
61	710	697	676	656	629	602	581	555	527	501	480	440				
62	766	751	729	708	678	649	627	598	569	540	518	474				
63	822	807	783	760	728	698	673	643	611	579	556	509				
64	878	862	836	811	778	745	719	685	653	619	594	544				
65	935	917	890	864	828	793	766	730	695	659	632	578				
66	1020	1001	971	941	903	864	835	797	758	718	690	631				
67	1132	1111	1078	1046	1003	960	927	884	840	798	765	701				
68	1244	1221	1185	1150	1103	1055	1019	972	924	877	842	770				
69	1357	1331	1292	1254	1202	1151	1112	1060	1008	957	918	840				
70	1470	1441	1399	1358	1302	1245	1204	1148	1091	1035	993	910				
71	1582	1551	1507	1462	1401	1341	1295	1235	1175	1115	1070	979				
72	1694	1662	1614	1566	1500	1436	1388	1323	1259	1194	1145	1049				
73	1806	1773	1721	1669	1600	1531	1480	1411	1342	1273	1222	1119				
74	1920	1883	1828	1773	1700	1627	1572	1498	1426	1353	1297	1188				
75	2032	1993	1935	1877	1799	1722	1664	1587	1510	1432	1374	1258				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	244	234	219	204	189	179	164	154	144	134	125	105	1	134	1	65
2	324	314	294	274	254	239	219	204	194	179	169	139	2	154	2	80
3	354	339	319	299	279	259	239	224	209	194	179	149	3	179	3	100
4	413	398	374	349	324	304	279	264	249	229	214	174	4	194	4	110
5	453	438	408	378	354	329	309	284	269	249	234	194	5	204	5	129
6	473	458	428	398	374	349	324	299	284	259	244	199	6	214	6	139
7	498	478	448	418	388	364	339	314	294	274	254	209	7	224	7	154
8	518	503	468	433	408	378	354	329	309	284	269	219	8	234	8	184
10	538	518	483	448	418	393	364	339	319	294	274	229	10	249	10	214
11	553	533	498	463	433	403	374	349	329	304	284	234	11	264	11	234
12	573	553	518	483	448	418	388	364	344	314	294	244	12	269	12	259
13	593	568	533	498	463	433	398	374	354	324	304	249	13	279	13	279
14	608	588	548	508	478	443	413	383	364	334	314	259	14	299	14	309
15	618	598	558	518	483	453	418	388	369	339	319	264	15	314	15	334
16	623	603	563	523	488	458	423	393	374	344	319	264	16	324	16	369
17	637	613	573	533	498	463	428	403	378	349	329	269	17	339	17	388
18	652	627	588	548	513	478	443	413	388	359	334	274	18	354	18	423
19	662	637	598	558	518	483	448	418	393	364	339	279	19	374	19	448
20	682	657	613	568	533	498	458	428	403	374	349	289	20	383	20	478
21	697	672	627	583	548	508	473	438	413	383	359	294	21	398	21	543
22	707	682	637	593	553	518	478	448	418	388	364	299	22	423		
23	717	692	647	603	563	523	488	453	428	393	369	304	23	438		
24	737	707	662	618	578	538	498	463	438	403	378	314	24	458		
25	742	712	667	623	583	543	503	468	438	408	378	314	25	493		
26	752	727	677	627	588	548	508	473	448	413	388	319	26	538		
27	762	737	687	637	598	558	518	483	453	418	393	324				
28	767	742	692	642	603	563	518	483	458	423	393	324				
29	782	752	702	652	613	568	528	493	463	428	398	329				

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TERRITORY 210

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	787	757	707	657	618	573	533	493	468	433	403	334				
31	797	767	717	667	623	583	538	503	473	438	408	339				
32	812	782	732	682	637	593	548	513	483	448	418	344				
33	822	792	742	692	647	603	558	518	488	453	423	349				
34	837	807	752	697	652	608	563	528	498	458	428	354				
35	847	817	762	707	662	618	573	533	503	463	433	359				
36	857	827	772	717	672	627	578	543	508	473	438	364				
37	872	842	787	732	682	637	593	553	518	478	448	369				
38	886	852	797	742	692	647	598	558	528	488	453	374				
39	891	857	802	747	697	647	603	563	528	488	458	378				
40	901	867	812	757	707	657	608	568	538	493	463	383				
41	911	881	822	762	717	667	618	578	543	503	468	388				
42	921	891	832	772	722	672	623	583	548	508	473	388				
43	936	901	842	782	732	682	632	588	558	513	478	393				
44	941	906	847	787	737	687	637	593	558	518	483	398				
45	956	921	862	802	752	697	647	603	568	528	493	403				
46	966	931	872	812	757	707	652	613	578	533	498	408				
47	976	941	881	822	767	712	662	618	583	538	503	413				
48	991	956	891	827	777	722	667	623	588	543	508	418				
49	1001	966	901	837	782	732	677	632	593	548	513	423				
50	1011	976	911	847	792	737	682	637	603	558	518	428				
51	1021	986	921	857	802	747	692	647	608	563	523	433				
52	1026	991	926	862	807	752	697	647	613	563	528	433				
53	1041	1001	936	872	817	757	702	657	618	573	533	438				
54	1051	1011	946	881	822	767	712	662	623	578	538	443				
55	1066	1031	961	891	837	777	722	672	632	588	548	453				
56	1086	1046	976	906	852	792	732	682	642	598	558	458				
57	1106	1066	996	926	867	807	747	697	657	608	568	468				
58	1140	1096	1026	956	891	832	772	717	677	627	583	483				
59	1185	1140	1066	991	926	862	802	747	702	652	608	503				
60	1235	1190	1111	1031	966	901	832	777	732	677	632	523				
61	1270	1225	1145	1066	996	926	862	802	757	697	652	538				
62	1300	1250	1170	1091	1016	946	876	822	772	712	667	548				
63	1320	1275	1190	1106	1036	966	891	832	787	727	677	558				
64	1350	1300	1215	1130	1056	986	911	852	802	742	692	573				
65	1374	1325	1240	1155	1081	1006	931	867	817	757	707	583				
66	1414	1365	1275	1185	1111	1031	956	891	842	777	727	598				
67	1469	1419	1325	1230	1150	1071	996	926	876	807	757	623				
68	1524	1469	1374	1280	1195	1116	1031	961	906	837	782	647				
69	1579	1524	1424	1325	1240	1155	1071	996	941	867	812	667				
70	1638	1579	1474	1370	1285	1195	1106	1031	971	901	842	692				
71	1693	1628	1524	1419	1325	1235	1145	1066	1006	931	867	717				
72	1748	1683	1574	1464	1370	1275	1180	1101	1041	961	896	742				
73	1803	1738	1623	1509	1414	1315	1220	1135	1071	991	926	762				
74	1858	1793	1673	1554	1454	1355	1255	1170	1106	1021	956	787				
75	1912	1843	1723	1604	1499	1394	1295	1205	1135	1051	981	812				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 220

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	78	75	73	71	68	66	63	59	56	54	52	47	1	59	1	21
2	101	99	96	94	89	85	82	80	75	71	68	63	2	80	2	26
3	127	125	120	115	110	106	103	99	94	89	85	78	3	92	3	35
4	146	143	139	134	129	125	120	113	108	103	99	89	4	101	4	42
5	162	160	155	150	143	139	134	127	120	115	110	101	5	115	5	49
6	181	176	172	167	160	153	148	141	134	127	122	110	6	129	6	66
7	200	195	190	186	176	169	165	155	148	141	136	125	7	141	7	80
8	214	212	204	197	190	181	176	167	160	150	146	134	8	153	8	94
10	233	228	221	214	204	197	190	181	172	165	157	143	10	165	10	120
11	247	242	235	228	219	209	202	193	183	174	167	153	11	179	11	146
12	259	254	247	240	230	219	212	202	193	183	176	160	12	195	12	169
13	268	263	256	249	237	228	221	209	200	190	181	167	13	209	13	200
14	282	275	268	261	249	237	230	219	209	197	190	174	14	226	14	235
15	294	289	280	270	261	249	240	230	219	207	197	181	15	249	15	284
16	306	301	291	282	270	259	251	240	228	216	207	190	16	273	16	345
17	317	313	303	294	282	270	261	249	237	223	216	197	17	303	17	414
18	331	324	315	306	294	280	270	259	247	233	223	204	18	329	18	494
19	341	334	324	315	301	289	280	266	254	240	230	212	19	360	19	590
20	350	343	334	324	310	296	287	273	261	247	237	216	20	400	20	700
21	362	355	345	336	322	308	296	284	270	256	244	226	21	444	21	968
22	374	367	355	343	329	315	306	291	277	263	251	230	22	501		
23	385	378	367	355	341	327	315	301	287	270	261	237	23	562		
24	395	388	376	364	350	334	324	308	294	277	268	244	24	649		
25	407	400	388	376	360	345	334	317	303	287	275	251	25	799		
26	421	411	400	388	371	355	343	327	313	296	284	261	26	980		
27	432	423	411	400	383	367	355	338	322	306	291	268				
28	447	437	425	414	395	378	367	348	331	315	303	277				
29	461	454	439	425	409	390	378	360	343	324	313	287				
30	475	465	451	437	421	402	388	369	353	334	320	294				
31	489	479	465	451	432	414	400	381	362	345	331	303				
32	503	494	479	465	447	428	411	392	374	355	341	313				
33	519	508	494	479	458	439	425	404	385	364	350	322				
34	531	519	505	491	470	449	435	414	395	374	360	329				
35	543	533	517	501	482	461	444	423	404	383	367	336				
36	557	548	531	515	494	472	456	435	414	392	376	345				
37	578	566	550	533	512	489	472	451	430	407	390	357				
38	599	588	571	555	531	508	491	468	447	423	407	371				
39	620	609	590	571	548	524	508	484	461	437	418	383				
40	639	627	609	590	566	543	524	498	475	451	432	395				
41	660	649	630	611	585	562	541	517	491	465	447	409				
42	682	667	649	630	604	578	557	531	505	479	461	421				
43	700	689	667	646	620	595	573	548	522	494	475	435				
44	721	707	686	665	639	611	590	562	536	508	486	447				
45	740	726	705	684	656	627	606	578	550	522	501	458				
46	766	750	729	707	677	649	627	597	569	538	517	475				
47	790	776	752	729	700	670	646	616	588	557	533	489				
48	815	799	776	752	721	691	667	637	604	573	550	505				
49	839	823	799	776	743	712	686	656	623	592	566	519				
50	860	844	820	797	764	731	705	672	639	606	583	533				
51	886	870	844	818	785	752	726	691	658	625	599	548				
52	909	893	867	841	806	771	745	712	677	642	616	564				
53	933	914	888	862	827	790	764	729	693	658	630	578				
54	971	952	924	895	858	823	794	757	721	684	656	599				
55	1018	996	968	940	900	862	832	794	754	717	689	630				
56	1072	1050	1020	989	949	907	877	837	797	754	724	663				
57	1130	1109	1076	1043	1001	959	926	884	839	797	764	700				

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TERRITORY 220

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	1220	1196	1161	1126	1079	1034	999	952	905	860	825	754				
59	1351	1325	1288	1250	1199	1147	1107	1055	1003	954	914	837				
60	1497	1469	1426	1384	1328	1269	1227	1170	1112	1055	1013	928				
61	1636	1605	1558	1511	1450	1387	1340	1278	1215	1154	1107	1013				
62	1765	1730	1680	1631	1563	1495	1445	1377	1311	1243	1194	1093				
63	1894	1859	1805	1751	1678	1607	1551	1481	1408	1335	1281	1173				
64	2023	1986	1927	1868	1793	1716	1657	1579	1504	1426	1368	1253				
65	2155	2113	2052	1990	1908	1826	1765	1683	1600	1518	1457	1332				
66	2350	2305	2237	2169	2080	1990	1925	1835	1746	1654	1589	1455				
67	2609	2559	2484	2409	2310	2211	2136	2037	1936	1838	1763	1614				
68	2867	2813	2731	2648	2540	2430	2348	2240	2129	2021	1939	1774				
69	3126	3067	2977	2888	2768	2651	2562	2442	2322	2204	2115	1936				
70	3386	3321	3224	3128	2999	2869	2773	2644	2515	2385	2289	2096				
71	3645	3574	3471	3368	3229	3090	2985	2846	2707	2569	2465	2256				
72	3903	3828	3718	3607	3457	3309	3198	3048	2900	2752	2639	2416				
73	4162	4084	3964	3845	3687	3527	3410	3250	3093	2933	2815	2578				
74	4423	4338	4211	4084	3917	3748	3621	3452	3285	3116	2989	2738				
75	4681	4592	4458	4324	4145	3967	3833	3657	3478	3299	3165	2898				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	342	328	307	286	265	251	230	216	202	188	174	146	1	188	1	91
2	453	439	411	383	355	335	307	286	272	251	237	195	2	216	2	112
3	495	474	446	418	390	362	335	314	293	272	251	209	3	251	3	139
4	579	558	523	488	453	425	390	369	349	321	300	244	4	272	4	153
5	634	613	572	530	495	460	432	397	376	349	328	272	5	286	5	181
6	662	641	599	558	523	488	453	418	397	362	342	279	6	300	6	195
7	697	669	627	585	544	509	474	439	411	383	355	293	7	314	7	216
8	725	704	655	606	572	530	495	460	432	397	376	307	8	328	8	258
10	753	725	676	627	585	551	509	474	446	411	383	321	10	349	10	300
11	774	746	697	648	606	565	523	488	460	425	397	328	11	369	11	328
12	802	774	725	676	627	585	544	509	481	439	411	342	12	376	12	362
13	829	795	746	697	648	606	558	523	495	453	425	349	13	390	13	390
14	850	822	767	711	669	620	579	537	509	467	439	362	14	418	14	432
15	864	836	781	725	676	634	585	544	516	474	446	369	15	439	15	467
16	871	843	788	732	683	641	592	551	523	481	446	369	16	453	16	516
17	892	857	802	746	697	648	599	565	530	488	460	376	17	474	17	544
18	913	878	822	767	718	669	620	579	544	502	467	383	18	495	18	592
19	927	892	836	781	725	676	627	585	551	509	474	390	19	523	19	627
20	955	920	857	795	746	697	641	599	565	523	488	404	20	537	20	669
21	976	941	878	815	767	711	662	613	579	537	502	411	21	558	21	760
22	990	955	892	829	774	725	669	627	585	544	509	418	22	592		
23	1004	969	906	843	788	732	683	634	599	551	516	425	23	613		
24	1032	990	927	864	809	753	697	648	613	565	530	439	24	641		
25	1039	997	934	871	815	760	704	655	613	572	530	439	25	690		
26	1052	1018	948	878	822	767	711	662	627	579	544	446	26	753		
27	1066	1032	962	892	836	781	725	676	634	585	551	453				
28	1073	1039	969	899	843	788	725	676	641	592	551	453				
29	1094	1052	983	913	857	795	739	690	648	599	558	460				

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TERRITORY 220

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1101	1059	990	920	864	802	746	690	655	606	565	467				
31	1115	1073	1004	934	871	815	753	704	662	613	572	474				
32	1136	1094	1025	955	892	829	767	718	676	627	585	481				
33	1150	1108	1039	969	906	843	781	725	683	634	592	488				
34	1171	1129	1052	976	913	850	788	739	697	641	599	495				
35	1185	1143	1066	990	927	864	802	746	704	648	606	502				
36	1199	1157	1080	1004	941	878	809	760	711	662	613	509				
37	1220	1178	1101	1025	955	892	829	774	725	669	627	516				
38	1241	1192	1115	1039	969	906	836	781	739	683	634	523				
39	1248	1199	1122	1046	976	906	843	788	739	683	641	530				
40	1262	1213	1136	1059	990	920	850	795	753	690	648	537				
41	1276	1234	1150	1066	1004	934	864	809	760	704	655	544				
42	1289	1248	1164	1080	1011	941	871	815	767	711	662	544				
43	1310	1262	1178	1094	1025	955	885	822	781	718	669	551				
44	1317	1269	1185	1101	1032	962	892	829	781	725	676	558				
45	1338	1289	1206	1122	1052	976	906	843	795	739	690	565				
46	1352	1303	1220	1136	1059	990	913	857	809	746	697	572				
47	1366	1317	1234	1150	1073	997	927	864	815	753	704	579				
48	1387	1338	1248	1157	1087	1011	934	871	822	760	711	585				
49	1401	1352	1262	1171	1094	1025	948	885	829	767	718	592				
50	1415	1366	1276	1185	1108	1032	955	892	843	781	725	599				
51	1429	1380	1289	1199	1122	1046	969	906	850	788	732	606				
52	1436	1387	1296	1206	1129	1052	976	906	857	788	739	606				
53	1457	1401	1310	1220	1143	1059	983	920	864	802	746	613				
54	1471	1415	1324	1234	1150	1073	997	927	871	809	753	620				
55	1492	1443	1345	1248	1171	1087	1011	941	885	822	767	634				
56	1519	1464	1366	1269	1192	1108	1025	955	899	836	781	641				
57	1547	1492	1394	1296	1213	1129	1046	976	920	850	795	655				
58	1596	1533	1436	1338	1248	1164	1080	1004	948	878	815	676				
59	1659	1596	1492	1387	1296	1206	1122	1046	983	913	850	704				
60	1729	1666	1554	1443	1352	1262	1164	1087	1025	948	885	732				
61	1777	1715	1603	1492	1394	1296	1206	1122	1059	976	913	753				
62	1819	1749	1638	1526	1422	1324	1227	1150	1080	997	934	767				
63	1847	1784	1666	1547	1450	1352	1248	1164	1101	1018	948	781				
64	1889	1819	1701	1582	1478	1380	1276	1192	1122	1039	969	802				
65	1924	1854	1736	1617	1512	1408	1303	1213	1143	1059	990	815				
66	1979	1910	1784	1659	1554	1443	1338	1248	1178	1087	1018	836				
67	2056	1986	1854	1722	1610	1499	1394	1296	1227	1129	1059	871				
68	2133	2056	1924	1791	1673	1561	1443	1345	1269	1171	1094	906				
69	2209	2133	1993	1854	1736	1617	1499	1394	1317	1213	1136	934				
70	2293	2209	2063	1917	1798	1673	1547	1443	1359	1262	1178	969				
71	2370	2279	2133	1986	1854	1729	1603	1492	1408	1303	1213	1004				
72	2446	2356	2203	2049	1917	1784	1652	1540	1457	1345	1255	1039				
73	2523	2433	2272	2112	1979	1840	1708	1589	1499	1387	1296	1066				
74	2600	2509	2342	2175	2035	1896	1756	1638	1547	1429	1338	1101				
75	2676	2579	2412	2244	2098	1952	1812	1687	1589	1471	1373	1136				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 230

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	51	49	48	46	45	43	42	39	37	35	34	31	1	39	1	14
2	66	65	63	62	59	55	54	52	49	46	45	42	2	52	2	17
3	83	82	79	75	72	69	68	65	62	59	55	51	3	60	3	23
4	95	94	91	88	85	82	79	74	71	68	65	59	4	66	4	28
5	106	105	102	99	94	91	88	83	79	75	72	66	5	75	5	32
6	119	116	112	109	105	100	97	92	88	83	80	72	6	85	6	43
7	131	128	125	122	116	111	108	102	97	92	89	82	7	92	7	52
8	140	139	134	129	125	119	116	109	105	99	95	88	8	100	8	62
10	152	149	145	140	134	129	125	119	112	108	103	94	10	108	10	79
11	162	159	154	149	143	137	132	126	120	114	109	100	11	117	11	95
12	169	166	162	157	151	143	139	132	126	120	116	105	12	128	12	111
13	176	172	168	163	156	149	145	137	131	125	119	109	13	137	13	131
14	185	180	176	171	163	156	151	143	137	129	125	114	14	148	14	154
15	193	189	183	177	171	163	157	151	143	136	129	119	15	163	15	186
16	200	197	191	185	177	169	165	157	149	142	136	125	16	179	16	226
17	208	205	199	193	185	177	171	163	156	146	142	129	17	199	17	271
18	217	213	206	200	193	183	177	169	162	152	146	134	18	216	18	323
19	223	219	213	206	197	189	183	174	166	157	151	139	19	236	19	387
20	229	225	219	213	203	194	188	179	171	162	156	142	20	262	20	459
21	237	233	226	220	211	202	194	186	177	168	160	148	21	291	21	634
22	245	240	233	225	216	206	200	191	182	172	165	151	22	328		
23	253	248	240	233	223	214	206	197	188	177	171	156	23	368		
24	259	254	246	239	229	219	213	202	193	182	176	160	24	425		
25	266	262	254	246	236	226	219	208	199	188	180	165	25	524		
26	276	270	262	254	243	233	225	214	205	194	186	171	26	642		
27	283	277	270	262	251	240	233	222	211	200	191	176				
28	293	286	279	271	259	248	240	228	217	206	199	182				
29	302	297	288	279	268	256	248	236	225	213	205	188				
30	311	305	296	286	276	263	254	242	231	219	209	193				
31	320	314	305	296	283	271	262	249	237	226	217	199				
32	330	323	314	305	293	280	270	257	245	233	223	205				
33	340	333	323	314	300	288	279	265	253	239	229	211				
34	348	340	331	322	308	294	285	271	259	245	236	216				
35	356	350	339	328	316	302	291	277	265	251	240	220				
36	365	359	348	337	323	310	299	285	271	257	246	226				
37	379	371	360	350	336	320	310	296	282	266	256	234				
38	393	385	374	363	348	333	322	306	293	277	266	243				
39	407	399	387	374	359	343	333	317	302	286	274	251				
40	419	411	399	387	371	356	343	326	311	296	283	259				
41	433	425	413	400	383	368	354	339	322	305	293	268				
42	447	437	425	413	396	379	365	348	331	314	302	276				
43	459	451	437	424	407	390	376	359	342	323	311	285				
44	473	464	450	436	419	400	387	368	351	333	319	293				
45	485	476	462	448	430	411	397	379	360	342	328	300				
46	502	491	477	464	444	425	411	391	373	353	339	311				
47	517	508	493	477	459	439	424	403	385	365	350	320				
48	534	524	508	493	473	453	437	417	396	376	360	331				
49	550	539	524	508	487	467	450	430	408	388	371	340				
50	564	553	537	522	501	479	462	440	419	397	382	350				
51	581	570	553	536	514	493	476	453	431	410	393	359				
52	596	585	568	551	528	505	488	467	444	420	403	370				
53	611	599	582	565	542	517	501	477	454	431	413	379				
54	636	624	605	587	562	539	521	496	473	448	430	393				
55	667	653	634	616	590	565	545	521	494	470	451	413				
56	702	688	668	648	622	594	574	548	522	494	474	434				
57	741	727	705	684	656	628	607	579	550	522	501	459				

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Tterritory 230

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	799	784	761	738	707	678	655	624	593	564	541	494				
59	886	869	844	819	785	752	725	691	658	625	599	548				
60	981	963	935	907	870	832	804	767	728	691	664	608				
61	1072	1052	1021	990	950	909	878	838	796	756	725	664				
62	1157	1133	1101	1069	1024	979	947	902	859	815	782	716				
63	1241	1218	1183	1147	1100	1053	1016	970	922	875	839	768				
64	1326	1301	1263	1224	1175	1124	1086	1035	986	935	896	821				
65	1412	1384	1344	1304	1250	1197	1157	1103	1049	995	955	873				
66	1540	1511	1466	1421	1363	1304	1261	1203	1144	1084	1041	953				
67	1709	1677	1628	1579	1514	1449	1400	1335	1269	1204	1155	1058				
68	1879	1843	1789	1736	1665	1592	1538	1468	1395	1324	1271	1163				
69	2048	2010	1951	1893	1814	1737	1679	1600	1522	1445	1386	1269				
70	2219	2176	2113	2050	1965	1880	1817	1733	1648	1563	1500	1374				
71	2389	2342	2275	2207	2116	2025	1956	1865	1774	1683	1615	1478				
72	2558	2509	2436	2364	2265	2168	2096	1997	1900	1803	1729	1583				
73	2727	2677	2598	2519	2416	2312	2235	2130	2027	1922	1845	1689				
74	2898	2843	2760	2677	2567	2456	2373	2262	2153	2042	1959	1794				
75	3068	3009	2921	2834	2717	2600	2512	2396	2279	2162	2074	1899				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	370	355	332	310	287	272	249	234	219	204	189	159	1	204	1	98
2	491	476	445	415	385	362	332	310	294	272	257	211	2	234	2	121
3	536	513	483	453	423	393	362	340	317	294	272	227	3	272	3	151
4	627	604	566	529	491	461	423	400	378	347	325	264	4	294	4	166
5	687	664	619	574	536	498	468	430	408	378	355	294	5	310	5	196
6	717	695	649	604	566	529	491	453	430	393	370	302	6	325	6	211
7	755	725	680	634	589	551	513	476	445	415	385	317	7	340	7	234
8	785	763	710	657	619	574	536	498	468	430	408	332	8	355	8	279
10	815	785	732	680	634	596	551	513	483	445	415	347	10	378	10	325
11	838	808	755	702	657	612	566	529	498	461	430	355	11	400	11	355
12	868	838	785	732	680	634	589	551	521	476	445	370	12	408	12	393
13	898	861	808	755	702	657	604	566	536	491	461	378	13	423	13	423
14	921	891	831	770	725	672	627	581	551	506	476	393	14	453	14	468
15	936	906	846	785	732	687	634	589	559	513	483	400	15	476	15	506
16	944	914	853	793	740	695	642	596	566	521	483	400	16	491	16	559
17	966	929	868	808	755	702	649	612	574	529	498	408	17	513	17	589
18	989	951	891	831	778	725	672	627	589	544	506	415	18	536	18	642
19	1004	966	906	846	785	732	680	634	596	551	513	423	19	566	19	680
20	1034	997	929	861	808	755	695	649	612	566	529	438	20	581	20	725
21	1057	1019	951	883	831	770	717	664	627	581	544	445	21	604	21	823
22	1072	1034	966	898	838	785	725	680	634	589	551	453	22	642		
23	1087	1049	982	914	853	793	740	687	649	596	559	461	23	664		
24	1117	1072	1004	936	876	815	755	702	664	612	574	476	24	695		
25	1125	1080	1012	944	883	823	763	710	664	619	574	476	25	747		
26	1140	1102	1027	951	891	831	770	717	680	627	589	483	26	815		
27	1155	1117	1042	966	906	846	785	732	687	634	596	491				
28	1163	1125	1049	974	914	853	785	732	695	642	596	491				
29	1185	1140	1065	989	929	861	800	747	702	649	604	498				

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TERRITORY 230

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1193	1148	1072	997	936	868	808	747	710	657	612	506				
31	1208	1163	1087	1012	944	883	815	763	717	664	619	513				
32	1231	1185	1110	1034	966	898	831	778	732	680	634	521				
33	1246	1200	1125	1049	982	914	846	785	740	687	642	529				
34	1268	1223	1140	1057	989	921	853	800	755	695	649	536				
35	1284	1238	1155	1072	1004	936	868	808	763	702	657	544				
36	1299	1253	1170	1087	1019	951	876	823	770	717	664	551				
37	1321	1276	1193	1110	1034	966	898	838	785	725	680	559				
38	1344	1291	1208	1125	1049	982	906	846	800	740	687	566				
39	1351	1299	1216	1133	1057	982	914	853	800	740	695	574				
40	1367	1314	1231	1148	1072	997	921	861	815	747	702	581				
41	1382	1336	1246	1155	1087	1012	936	876	823	763	710	589				
42	1397	1351	1261	1170	1095	1019	944	883	831	770	717	589				
43	1419	1367	1276	1185	1110	1034	959	891	846	778	725	596				
44	1427	1374	1284	1193	1117	1042	966	898	846	785	732	604				
45	1450	1397	1306	1216	1140	1057	982	914	861	800	747	612				
46	1465	1412	1321	1231	1148	1072	989	929	876	808	755	619				
47	1480	1427	1336	1246	1163	1080	1004	936	883	815	763	627				
48	1502	1450	1351	1253	1178	1095	1012	944	891	823	770	634				
49	1518	1465	1367	1268	1185	1110	1027	959	898	831	778	642				
50	1533	1480	1382	1284	1200	1117	1034	966	914	846	785	649				
51	1548	1495	1397	1299	1216	1133	1049	982	921	853	793	657				
52	1555	1502	1404	1306	1223	1140	1057	982	929	853	800	657				
53	1578	1518	1419	1321	1238	1148	1065	997	936	868	808	664				
54	1593	1533	1435	1336	1246	1163	1080	1004	944	876	815	672				
55	1616	1563	1457	1351	1268	1178	1095	1019	959	891	831	687				
56	1646	1586	1480	1374	1291	1200	1110	1034	974	906	846	695				
57	1676	1616	1510	1404	1314	1223	1133	1057	997	921	861	710				
58	1729	1661	1555	1450	1351	1261	1170	1087	1027	951	883	732				
59	1797	1729	1616	1502	1404	1306	1216	1133	1065	989	921	763				
60	1872	1804	1684	1563	1465	1367	1261	1178	1110	1027	959	793				
61	1925	1857	1737	1616	1510	1404	1306	1216	1148	1057	989	815				
62	1971	1895	1774	1653	1540	1435	1329	1246	1170	1080	1012	831				
63	2001	1933	1804	1676	1570	1465	1351	1261	1193	1102	1027	846				
64	2046	1971	1842	1714	1601	1495	1382	1291	1216	1125	1049	868				
65	2084	2008	1880	1752	1638	1525	1412	1314	1238	1148	1072	883				
66	2144	2069	1933	1797	1684	1563	1450	1351	1276	1178	1102	906				
67	2227	2152	2008	1865	1744	1623	1510	1404	1329	1223	1148	944				
68	2310	2227	2084	1940	1812	1691	1563	1457	1374	1268	1185	982				
69	2393	2310	2159	2008	1880	1752	1623	1510	1427	1314	1231	1012				
70	2484	2393	2235	2076	1948	1812	1676	1563	1472	1367	1276	1049				
71	2567	2469	2310	2152	2008	1872	1737	1616	1525	1412	1314	1087				
72	2650	2552	2386	2220	2076	1933	1789	1669	1578	1457	1359	1125				
73	2733	2635	2461	2288	2144	1993	1850	1721	1623	1502	1404	1155				
74	2816	2718	2537	2356	2205	2054	1903	1774	1676	1548	1450	1193				
75	2899	2794	2612	2431	2273	2114	1963	1827	1721	1593	1487	1231				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 240

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	61	59	57	56	54	52	50	46	44	43	41	37	1	46	1	17
2	80	78	76	74	70	67	65	63	59	56	54	50	2	63	2	20
3	100	98	94	91	87	83	81	78	74	70	67	61	3	72	3	28
4	115	113	109	105	102	98	94	89	85	81	78	70	4	80	4	33
5	128	126	122	118	113	109	105	100	94	91	87	80	5	91	5	39
6	142	139	135	131	126	120	117	111	105	100	96	87	6	102	6	52
7	157	154	150	146	139	133	130	122	117	111	107	98	7	111	7	63
8	168	167	161	155	150	142	139	131	126	118	115	105	8	120	8	74
10	183	179	174	168	161	155	150	142	135	130	124	113	10	130	10	94
11	194	191	185	179	172	165	159	152	144	137	131	120	11	141	11	115
12	204	200	194	189	181	172	167	159	152	144	139	126	12	154	12	133
13	211	207	202	196	187	179	174	165	157	150	142	131	13	165	13	157
14	222	216	211	205	196	187	181	172	165	155	150	137	14	178	14	185
15	231	228	220	213	205	196	189	181	172	163	155	142	15	196	15	224
16	241	237	229	222	213	204	198	189	179	170	163	150	16	215	16	272
17	250	246	239	231	222	213	205	196	187	176	170	155	17	239	17	326
18	261	255	248	241	231	220	213	204	194	183	176	161	18	259	18	389
19	268	263	255	248	237	228	220	209	200	189	181	167	19	283	19	464
20	276	270	263	255	244	233	226	215	205	194	187	170	20	315	20	551
21	285	279	272	265	253	242	233	224	213	202	192	178	21	350	21	762
22	294	289	279	270	259	248	241	229	218	207	198	181	22	394		
23	303	298	289	279	268	257	248	237	226	213	205	187	23	442		
24	311	305	296	287	276	263	255	242	231	218	211	192	24	511		
25	320	315	305	296	283	272	263	250	239	226	216	198	25	629		
26	331	324	315	305	292	279	270	257	246	233	224	205	26	771		
27	340	333	324	315	302	289	279	266	253	241	229	211				
28	352	344	335	326	311	298	289	274	261	248	239	218				
29	363	357	346	335	322	307	298	283	270	255	246	226				
30	374	366	355	344	331	316	305	290	278	263	252	231				
31	385	377	366	355	340	326	315	300	285	272	261	239				
32	396	389	377	366	352	337	324	309	294	279	268	246				
33	409	400	389	377	361	346	335	318	303	287	276	253				
34	418	409	398	387	370	353	342	326	311	294	283	259				
35	427	420	407	394	379	363	350	333	318	302	289	265				
36	438	431	418	405	389	372	359	342	326	309	296	272				
37	455	446	433	420	403	385	372	355	339	320	307	281				
38	472	463	450	437	418	400	387	368	352	333	320	292				
39	488	479	464	450	431	413	400	381	363	344	329	302				
40	503	494	479	464	446	427	413	392	374	355	340	311				
41	520	511	496	481	461	442	426	407	387	366	352	322				
42	537	525	511	496	475	455	438	418	398	377	363	331				
43	551	542	525	509	488	468	451	431	411	389	374	342				
44	568	557	540	524	503	481	464	442	422	400	383	352				
45	583	572	555	538	516	494	477	455	433	411	394	361				
46	603	590	574	557	533	511	494	470	448	424	407	374				
47	622	611	592	574	551	527	509	485	463	438	420	385				
48	642	629	611	592	568	544	525	501	475	451	433	398				
49	660	648	629	611	585	561	540	516	490	466	446	409				
50	677	664	646	627	601	575	555	529	503	477	459	420				
51	697	685	664	644	618	592	572	544	518	492	472	431				
52	716	703	683	662	635	607	586	561	533	505	485	444				
53	734	720	699	679	651	622	601	574	546	518	496	455				
54	764	749	727	705	675	648	625	596	568	538	516	472				
55	801	784	762	740	709	679	655	625	594	564	542	496				
56	844	827	803	779	747	714	690	659	627	594	570	522				
57	890	873	847	821	788	755	729	696	660	627	601	551				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	960	942	914	886	849	814	786	749	712	677	649	594				
59	1064	1043	1014	984	944	903	871	831	790	751	720	659				
60	1178	1156	1123	1090	1045	999	966	921	875	831	797	731				
61	1288	1264	1227	1190	1141	1092	1055	1006	956	908	871	797				
62	1389	1362	1323	1284	1230	1177	1138	1084	1032	979	940	860				
63	1491	1463	1421	1378	1321	1265	1221	1166	1108	1051	1008	923				
64	1593	1563	1517	1471	1412	1351	1304	1243	1184	1123	1077	986				
65	1696	1663	1615	1567	1502	1437	1389	1325	1260	1195	1147	1049				
66	1850	1815	1761	1708	1637	1567	1515	1445	1375	1302	1251	1145				
67	2054	2015	1955	1896	1819	1741	1682	1604	1524	1447	1388	1271				
68	2257	2214	2150	2085	2000	1913	1848	1763	1676	1591	1526	1397				
69	2461	2414	2344	2274	2179	2087	2017	1922	1828	1735	1665	1524				
70	2666	2614	2538	2462	2361	2259	2183	2081	1980	1878	1802	1650				
71	2869	2814	2732	2651	2542	2433	2350	2240	2131	2022	1941	1776				
72	3073	3014	2927	2840	2721	2605	2518	2399	2283	2166	2078	1902				
73	3276	3215	3121	3027	2903	2777	2684	2559	2435	2309	2216	2029				
74	3482	3415	3315	3215	3084	2951	2851	2718	2586	2453	2353	2155				
75	3685	3615	3509	3404	3263	3123	3017	2879	2738	2597	2492	2281				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	357	343	321	299	277	262	241	226	211	197	182	153	1	197	1	95
2	474	459	430	401	372	350	321	299	284	262	248	204	2	226	2	117
3	518	496	467	437	408	379	350	328	306	284	262	219	3	262	3	146
4	605	583	547	510	474	445	408	386	365	335	313	255	4	284	4	160
5	663	642	598	554	518	481	452	416	394	365	343	284	5	299	5	190
6	693	671	627	583	547	510	474	437	416	379	357	292	6	313	6	204
7	729	700	656	612	569	532	496	459	430	401	372	306	7	328	7	226
8	758	736	685	634	598	554	518	481	452	416	394	321	8	343	8	270
10	787	758	707	656	612	576	532	496	467	430	401	335	10	365	10	313
11	809	780	729	678	634	590	547	510	481	445	416	343	11	386	11	343
12	838	809	758	707	656	612	569	532	503	459	430	357	12	394	12	379
13	868	831	780	729	678	634	583	547	518	474	445	365	13	408	13	408
14	889	860	802	744	700	649	605	561	532	488	459	379	14	437	14	452
15	904	875	816	758	707	663	612	569	539	496	467	386	15	459	15	488
16	911	882	824	765	714	671	620	576	547	503	467	386	16	474	16	539
17	933	897	838	780	729	678	627	590	554	510	481	394	17	496	17	569
18	955	919	860	802	751	700	649	605	569	525	488	401	18	518	18	620
19	970	933	875	816	758	707	656	612	576	532	496	408	19	547	19	656
20	999	962	897	831	780	729	671	627	590	547	510	423	20	561	20	700
21	1021	984	919	853	802	744	693	642	605	561	525	430	21	583	21	795
22	1035	999	933	868	809	758	700	656	612	569	532	437	22	620		
23	1050	1013	948	882	824	765	714	663	627	576	539	445	23	642		
24	1079	1035	970	904	846	787	729	678	642	590	554	459	24	671		
25	1086	1042	977	911	853	795	736	685	642	598	554	459	25	722		
26	1101	1064	991	919	860	802	744	693	656	605	569	467	26	787		
27	1115	1079	1006	933	875	816	758	707	663	612	576	474				
28	1123	1086	1013	940	882	824	758	707	671	620	576	474				
29	1145	1101	1028	955	897	831	773	722	678	627	583	481				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1152	1108	1035	962	904	838	780	722	685	634	590	488				
31	1166	1123	1050	977	911	853	787	736	693	642	598	496				
32	1188	1145	1072	999	933	868	802	751	707	656	612	503				
33	1203	1159	1086	1013	948	882	816	758	714	663	620	510				
34	1225	1181	1101	1021	955	889	824	773	729	671	627	518				
35	1239	1196	1115	1035	970	904	838	780	736	678	634	525				
36	1254	1210	1130	1050	984	919	846	795	744	693	642	532				
37	1276	1232	1152	1072	999	933	868	809	758	700	656	539				
38	1298	1247	1166	1086	1013	948	875	816	773	714	663	547				
39	1305	1254	1174	1094	1021	948	882	824	773	714	671	554				
40	1319	1268	1188	1108	1035	962	889	831	787	722	678	561				
41	1334	1290	1203	1115	1050	977	904	846	795	736	685	569				
42	1349	1305	1217	1130	1057	984	911	853	802	744	693	569				
43	1371	1319	1232	1145	1072	999	926	860	816	751	700	576				
44	1378	1327	1239	1152	1079	1006	933	868	816	758	707	583				
45	1400	1349	1261	1174	1101	1021	948	882	831	773	722	590				
46	1414	1363	1276	1188	1108	1035	955	897	846	780	729	598				
47	1429	1378	1290	1203	1123	1042	970	904	853	787	736	605				
48	1451	1400	1305	1210	1137	1057	977	911	860	795	744	612				
49	1465	1414	1319	1225	1145	1072	991	926	868	802	751	620				
50	1480	1429	1334	1239	1159	1079	999	933	882	816	758	627				
51	1494	1443	1349	1254	1174	1094	1013	948	889	824	765	634				
52	1502	1451	1356	1261	1181	1101	1021	948	897	824	773	634				
53	1524	1465	1371	1276	1196	1108	1028	962	904	838	780	642				
54	1538	1480	1385	1290	1203	1123	1042	970	911	846	787	649				
55	1560	1509	1407	1305	1225	1137	1057	984	926	860	802	663				
56	1589	1531	1429	1327	1247	1159	1072	999	940	875	816	671				
57	1618	1560	1458	1356	1268	1181	1094	1021	962	889	831	685				
58	1669	1604	1502	1400	1305	1217	1130	1050	991	919	853	707				
59	1735	1669	1560	1451	1356	1261	1174	1094	1028	955	889	736				
60	1808	1742	1626	1509	1414	1319	1217	1137	1072	991	926	765				
61	1859	1793	1677	1560	1458	1356	1261	1174	1108	1021	955	787				
62	1903	1830	1713	1597	1487	1385	1283	1203	1130	1042	977	802				
63	1932	1866	1742	1618	1516	1414	1305	1217	1152	1064	991	816				
64	1976	1903	1779	1655	1545	1443	1334	1247	1174	1086	1013	838				
65	2012	1939	1815	1691	1582	1473	1363	1268	1196	1108	1035	853				
66	2070	1997	1866	1735	1626	1509	1400	1305	1232	1137	1064	875				
67	2151	2078	1939	1801	1684	1567	1458	1356	1283	1181	1108	911				
68	2231	2151	2012	1874	1750	1633	1509	1407	1327	1225	1145	948				
69	2311	2231	2085	1939	1815	1691	1567	1458	1378	1268	1188	977				
70	2398	2311	2158	2005	1881	1750	1618	1509	1422	1319	1232	1013				
71	2479	2384	2231	2078	1939	1808	1677	1560	1473	1363	1268	1050				
72	2559	2464	2304	2143	2005	1866	1728	1611	1524	1407	1312	1086				
73	2639	2544	2377	2209	2070	1925	1786	1662	1567	1451	1356	1115				
74	2719	2624	2449	2274	2129	1983	1837	1713	1618	1494	1400	1152				
75	2799	2697	2522	2347	2194	2041	1895	1764	1662	1538	1436	1188				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	37	36	35	34	33	32	31	28	27	26	25	23	1	28	1	10
2	49	47	46	45	43	41	40	38	36	34	33	31	2	38	2	12
3	61	60	58	55	53	51	50	47	45	43	41	37	3	44	3	17
4	70	69	67	64	62	60	58	54	52	50	47	43	4	49	4	20
5	78	77	75	72	69	67	64	61	58	55	53	49	5	55	5	24
6	87	85	82	80	77	73	71	68	64	61	59	53	6	62	6	32
7	96	94	92	89	85	81	79	75	71	68	66	60	7	68	7	38
8	103	102	98	95	92	87	85	80	77	72	70	64	8	73	8	45
10	112	110	106	103	98	95	92	87	82	79	76	69	10	79	10	58
11	119	116	113	110	105	101	97	93	88	84	80	73	11	86	11	70
12	124	122	119	115	111	105	102	97	93	88	85	77	12	94	12	81
13	129	127	123	120	114	110	106	101	96	92	87	80	13	101	13	96
14	136	132	129	125	120	114	111	105	101	95	92	84	14	108	14	113
15	141	139	134	130	125	120	115	111	105	99	95	87	15	120	15	137
16	147	145	140	136	130	124	121	115	110	104	99	92	16	131	16	166
17	153	150	146	141	136	130	125	120	114	107	104	95	17	146	17	199
18	159	156	151	147	141	134	130	124	119	112	107	98	18	158	18	237
19	164	160	156	151	145	139	134	128	122	115	111	102	19	173	19	284
20	168	165	160	156	149	142	138	131	125	119	114	104	20	192	20	337
21	174	171	166	162	155	148	142	137	130	123	118	108	21	214	21	466
22	180	176	171	165	158	151	147	140	133	127	121	111	22	241		
23	185	182	176	171	164	157	151	145	138	130	125	114	23	270		
24	190	186	181	175	168	160	156	148	141	133	129	118	24	312		
25	195	192	186	181	173	166	160	153	146	138	132	121	25	384		
26	202	198	192	186	179	171	165	157	150	142	137	125	26	471		
27	208	203	198	192	184	176	171	163	155	147	140	129				
28	215	210	205	199	190	182	176	167	159	151	146	133				
29	221	218	211	205	197	188	182	173	165	156	150	138				
30	228	224	217	210	202	193	186	177	170	160	154	141				
31	235	231	224	217	208	199	192	183	174	166	159	146				
32	242	237	231	224	215	206	198	189	180	171	164	150				
33	250	244	237	231	220	211	205	194	185	175	168	155				
34	255	250	243	236	226	216	209	199	190	180	173	158				
35	261	257	249	241	232	221	214	203	194	184	176	162				
36	268	263	255	247	237	227	219	209	199	189	181	166				
37	278	272	264	257	246	235	227	217	207	195	188	172				
38	288	283	275	267	255	244	236	225	215	203	195	179				
39	298	293	284	275	263	252	244	233	221	210	201	184				
40	307	302	293	284	272	261	252	240	228	217	208	190				
41	318	312	303	294	281	270	260	249	236	224	215	197				
42	328	321	312	303	290	278	268	255	243	231	221	202				
43	337	331	321	311	298	286	276	263	251	237	228	209				
44	347	340	330	320	307	294	284	270	258	244	234	215				
45	356	349	339	329	315	302	292	278	264	251	241	220				
46	368	360	350	340	325	312	302	287	273	259	249	228				
47	380	373	362	350	337	322	311	296	283	268	257	235				
48	392	384	373	362	347	332	321	306	290	276	264	243				
49	403	396	384	373	357	342	330	315	299	285	272	250				
50	414	406	394	383	367	351	339	323	307	292	280	257				
51	426	418	406	393	377	362	349	332	316	301	288	263				
52	437	429	417	405	388	371	358	342	325	308	296	271				
53	449	440	427	415	398	380	367	350	333	316	303	278				
54	467	458	444	431	412	396	382	364	347	329	315	288				
55	489	479	466	452	433	415	400	382	363	345	331	303				
56	515	505	490	476	457	436	421	402	383	363	348	319				
57	544	533	518	502	481	461	445	425	403	383	367	337				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	586	575	558	541	519	497	480	458	435	414	397	363				
59	650	637	619	601	576	551	532	507	483	459	440	402				
60	720	706	686	666	638	610	590	563	534	507	487	446				
61	786	772	749	727	697	667	644	615	584	555	532	487				
62	849	832	808	784	751	719	695	662	631	598	574	525				
63	911	894	868	842	807	773	746	712	677	642	616	564				
64	973	955	927	898	862	825	797	759	723	686	658	602				
65	1036	1016	986	957	918	878	849	809	770	730	701	641				
66	1130	1109	1076	1043	1000	957	925	883	840	796	764	699				
67	1254	1231	1194	1158	1111	1063	1027	980	931	884	848	776				
68	1379	1353	1313	1274	1222	1168	1129	1077	1024	972	932	853				
69	1503	1475	1432	1389	1331	1275	1232	1174	1116	1060	1017	931				
70	1628	1597	1550	1504	1442	1380	1333	1271	1209	1147	1101	1008				
71	1753	1719	1669	1619	1553	1486	1435	1368	1302	1235	1185	1085				
72	1877	1841	1788	1735	1662	1591	1538	1466	1394	1323	1269	1162				
73	2001	1964	1906	1849	1773	1696	1640	1563	1487	1410	1354	1240				
74	2127	2086	2025	1964	1884	1802	1741	1660	1580	1498	1437	1316				
75	2251	2208	2144	2079	1993	1907	1843	1758	1672	1587	1522	1393				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	400	384	359	335	310	294	269	253	237	220	204	171	1	220	1	106
2	530	514	481	449	416	392	359	335	318	294	277	228	2	253	2	131
3	579	555	522	490	457	424	392	367	343	318	294	245	3	294	3	163
4	677	653	612	571	530	498	457	432	408	375	351	286	4	318	4	180
5	743	718	669	620	579	539	506	465	441	408	384	318	5	335	5	212
6	775	751	702	653	612	571	530	490	465	424	400	326	6	351	6	228
7	816	783	734	685	636	596	555	514	481	449	416	343	7	367	7	253
8	849	824	767	710	669	620	579	539	506	465	441	359	8	384	8	302
10	881	849	792	734	685	645	596	555	522	481	449	375	10	408	10	351
11	906	873	816	759	710	661	612	571	539	498	465	384	11	432	11	384
12	938	906	849	792	734	685	636	596	563	514	481	400	12	441	12	424
13	971	930	873	816	759	710	653	612	579	530	498	408	13	457	13	457
14	996	963	898	832	783	726	677	628	596	547	514	424	14	490	14	506
15	1012	979	914	849	792	743	685	636	604	555	522	432	15	514	15	547
16	1020	987	922	857	800	751	694	645	612	563	522	432	16	530	16	604
17	1044	1004	938	873	816	759	702	661	620	571	539	441	17	555	17	636
18	1069	1028	963	898	840	783	726	677	636	588	547	449	18	579	18	694
19	1085	1044	979	914	849	792	734	685	645	596	555	457	19	612	19	734
20	1118	1077	1004	930	873	816	751	702	661	612	571	473	20	628	20	783
21	1142	1102	1028	955	898	832	775	718	677	628	588	481	21	653	21	889
22	1159	1118	1044	971	906	849	783	734	685	636	596	490	22	694		
23	1175	1134	1061	987	922	857	800	743	702	645	604	498	23	718		
24	1208	1159	1085	1012	947	881	816	759	718	661	620	514	24	751		
25	1216	1167	1093	1020	955	889	824	767	718	669	620	514	25	808		
26	1232	1191	1110	1028	963	898	832	775	734	677	636	522	26	881		
27	1248	1208	1126	1044	979	914	849	792	743	685	645	530				
28	1257	1216	1134	1053	987	922	849	792	751	694	645	530				
29	1281	1232	1151	1069	1004	930	865	808	759	702	653	539				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1289	1240	1159	1077	1012	938	873	808	767	710	661	547				
31	1306	1257	1175	1093	1020	955	881	824	775	718	669	555				
32	1330	1281	1200	1118	1044	971	898	840	792	734	685	563				
33	1346	1297	1216	1134	1061	987	914	849	800	743	694	571				
34	1371	1322	1232	1142	1069	996	922	865	816	751	702	579				
35	1387	1338	1248	1159	1085	1012	938	873	824	759	710	588				
36	1404	1355	1265	1175	1102	1028	947	889	832	775	718	596				
37	1428	1379	1289	1200	1118	1044	971	906	849	783	734	604				
38	1452	1395	1306	1216	1134	1061	979	914	865	800	743	612				
39	1461	1404	1314	1224	1142	1061	987	922	865	800	751	620				
40	1477	1420	1330	1240	1159	1077	996	930	881	808	759	628				
41	1493	1444	1346	1248	1175	1093	1012	947	889	824	767	636				
42	1510	1461	1363	1265	1183	1102	1020	955	898	832	775	636				
43	1534	1477	1379	1281	1200	1118	1036	963	914	840	783	645				
44	1542	1485	1387	1289	1208	1126	1044	971	914	849	792	653				
45	1567	1510	1412	1314	1232	1142	1061	987	930	865	808	661				
46	1583	1526	1428	1330	1240	1159	1069	1004	947	873	816	669				
47	1599	1542	1444	1346	1257	1167	1085	1012	955	881	824	677				
48	1624	1567	1461	1355	1273	1183	1093	1020	963	889	832	685				
49	1640	1583	1477	1371	1281	1200	1110	1036	971	898	840	694				
50	1656	1599	1493	1387	1297	1208	1118	1044	987	914	849	702				
51	1673	1616	1510	1404	1314	1224	1134	1061	996	922	857	710				
52	1681	1624	1518	1412	1322	1232	1142	1061	1004	922	865	710				
53	1705	1640	1534	1428	1338	1240	1151	1077	1012	938	873	718				
54	1722	1656	1550	1444	1346	1257	1167	1085	1020	947	881	726				
55	1746	1689	1575	1461	1371	1273	1183	1102	1036	963	898	743				
56	1779	1714	1599	1485	1395	1297	1200	1118	1053	979	914	751				
57	1812	1746	1632	1518	1420	1322	1224	1142	1077	996	930	767				
58	1869	1795	1681	1567	1461	1363	1265	1175	1110	1028	955	792				
59	1942	1869	1746	1624	1518	1412	1314	1224	1151	1069	996	824				
60	2024	1950	1820	1689	1583	1477	1363	1273	1200	1110	1036	857				
61	2081	2007	1877	1746	1632	1518	1412	1314	1240	1142	1069	881				
62	2130	2048	1918	1787	1665	1550	1436	1346	1265	1167	1093	898				
63	2162	2089	1950	1812	1697	1583	1461	1363	1289	1191	1110	914				
64	2211	2130	1991	1852	1730	1616	1493	1395	1314	1216	1134	938				
65	2252	2171	2032	1893	1771	1648	1526	1420	1338	1240	1159	955				
66	2317	2236	2089	1942	1820	1689	1567	1461	1379	1273	1191	979				
67	2407	2326	2171	2016	1885	1754	1632	1518	1436	1322	1240	1020				
68	2497	2407	2252	2097	1958	1828	1689	1575	1485	1371	1281	1061				
69	2587	2497	2334	2171	2032	1893	1754	1632	1542	1420	1330	1093				
70	2685	2587	2415	2244	2105	1958	1812	1689	1591	1477	1379	1134				
71	2774	2668	2497	2326	2171	2024	1877	1746	1648	1526	1420	1175				
72	2864	2758	2579	2399	2244	2089	1934	1803	1705	1575	1469	1216				
73	2954	2848	2660	2472	2317	2154	1999	1860	1754	1624	1518	1248				
74	3044	2938	2742	2546	2383	2220	2056	1918	1812	1673	1567	1289				
75	3133	3019	2823	2628	2456	2285	2122	1975	1860	1722	1608	1330				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 260

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	43	42	41	39	38	37	35	33	31	30	29	26	1	33	1	12
2	56	55	54	52	50	47	46	45	42	39	38	35	2	45	2	14
3	71	69	67	64	62	59	58	55	52	50	47	43	3	51	3	20
4	81	80	77	75	72	69	67	63	60	58	55	50	4	56	4	24
5	90	89	86	84	80	77	75	71	67	64	62	56	5	64	5	28
6	101	98	96	93	89	85	83	79	75	71	68	62	6	72	6	37
7	111	109	106	103	98	94	92	86	83	79	76	69	7	79	7	45
8	119	118	114	110	106	101	98	93	89	84	81	75	8	85	8	52
10	130	127	123	119	114	110	106	101	96	92	88	80	10	92	10	67
11	138	135	131	127	122	117	113	107	102	97	93	85	11	100	11	81
12	144	141	138	134	128	122	118	113	107	102	98	89	12	109	12	94
13	149	147	143	139	132	127	123	117	111	106	101	93	13	117	13	111
14	157	153	149	145	139	132	128	122	117	110	106	97	14	126	14	131
15	164	161	156	151	145	139	134	128	122	115	110	101	15	139	15	159
16	170	168	162	157	151	144	140	134	127	121	115	106	16	152	16	193
17	177	174	169	164	157	151	145	139	132	124	121	110	17	169	17	231
18	185	181	176	170	164	156	151	144	138	130	124	114	18	183	18	275
19	190	186	181	176	168	161	156	148	141	134	128	118	19	200	19	329
20	195	191	186	181	173	165	160	152	145	138	132	121	20	223	20	390
21	202	198	193	187	179	172	165	159	151	143	136	126	21	248	21	540
22	208	204	198	191	183	176	170	162	155	147	140	128	22	279		
23	215	211	204	198	190	182	176	168	160	151	145	132	23	313		
24	220	216	210	203	195	186	181	172	164	155	149	136	24	362		
25	227	223	216	210	200	193	186	177	169	160	153	140	25	445		
26	234	229	223	216	207	198	191	182	174	165	159	145	26	546		
27	241	236	229	223	214	204	198	189	179	170	162	149				
28	249	244	237	231	220	211	204	194	185	176	169	155				
29	257	253	245	237	228	217	211	200	191	181	174	160				
30	265	259	252	244	234	224	216	206	197	186	178	164				
31	272	267	259	252	241	231	223	212	202	193	185	169				
32	280	275	267	259	249	238	229	219	208	198	190	174				
33	290	283	275	267	255	245	237	225	215	203	195	179				
34	296	290	282	274	262	250	242	231	220	208	200	183				
35	303	297	288	279	269	257	248	236	225	214	204	187				
36	310	305	296	287	275	263	254	242	231	219	210	193				
37	322	316	307	297	286	272	263	252	240	227	217	199				
38	334	328	318	309	296	283	274	261	249	236	227	207				
39	346	339	329	318	305	292	283	270	257	244	233	214				
40	356	350	339	329	316	303	292	278	265	252	241	220				
41	368	362	351	341	326	313	301	288	274	259	249	228				
42	380	372	362	351	337	322	310	296	282	267	257	234				
43	390	384	372	360	346	331	320	305	291	275	265	242				
44	402	394	383	371	356	341	329	313	299	283	271	249				
45	413	405	393	381	365	350	338	322	307	291	279	255				
46	427	418	406	394	377	362	350	333	317	300	288	265				
47	440	432	419	406	390	373	360	343	328	310	297	272				
48	455	445	432	419	402	385	372	355	337	320	307	282				
49	468	459	445	432	414	397	383	365	347	330	316	290				
50	479	470	457	444	426	407	393	375	356	338	325	297				
51	494	485	470	456	438	419	405	385	367	348	334	305				
52	507	498	483	469	449	430	415	397	377	358	343	314				
53	520	510	495	481	461	440	426	406	386	367	351	322				
54	541	531	515	499	478	459	443	422	402	381	365	334				
55	567	555	540	524	502	481	464	443	421	400	384	351				
56	597	586	569	552	529	506	489	466	444	421	403	369				
57	630	618	600	582	558	534	516	493	468	444	426	390				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	680	667	647	627	601	576	557	531	504	479	460	421				
59	753	739	718	697	668	639	617	588	559	532	510	466				
60	834	819	795	772	740	707	684	652	620	588	565	517				
61	912	895	869	842	808	773	747	713	677	643	617	565				
62	984	964	937	909	871	833	806	768	731	693	665	609				
63	1056	1036	1006	976	935	896	865	825	785	744	714	654				
64	1128	1107	1074	1041	1000	956	924	880	838	795	762	698				
65	1201	1178	1144	1110	1064	1018	984	938	892	846	812	743				
66	1310	1285	1247	1209	1159	1110	1073	1023	973	922	886	811				
67	1454	1427	1385	1343	1288	1233	1191	1136	1079	1024	983	900				
68	1598	1568	1522	1476	1416	1355	1309	1248	1187	1127	1081	989				
69	1742	1710	1660	1610	1543	1478	1428	1361	1294	1229	1179	1079				
70	1888	1851	1797	1744	1672	1600	1546	1474	1402	1330	1276	1169				
71	2032	1993	1935	1877	1800	1723	1664	1586	1509	1432	1374	1258				
72	2176	2134	2072	2011	1927	1844	1783	1699	1617	1534	1471	1347				
73	2320	2277	2210	2143	2055	1966	1901	1812	1724	1635	1569	1437				
74	2465	2418	2348	2277	2184	2089	2019	1924	1831	1737	1666	1526				
75	2610	2560	2485	2410	2311	2211	2137	2038	1939	1839	1765	1615				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	337	323	302	282	261	247	227	213	199	185	172	144	1	185	1	89
2	447	433	405	378	350	330	302	282	268	247	234	192	2	213	2	110
3	488	467	440	412	385	357	330	309	289	268	247	206	3	247	3	137
4	570	550	515	481	447	419	385	364	344	316	295	240	4	268	4	151
5	625	605	563	522	488	453	426	392	371	344	323	268	5	282	5	179
6	653	632	591	550	515	481	447	412	392	357	337	275	6	295	6	192
7	687	660	618	577	536	502	467	433	405	378	350	289	7	309	7	213
8	714	694	646	598	563	522	488	453	426	392	371	302	8	323	8	254
10	742	714	666	618	577	543	502	467	440	405	378	316	10	344	10	295
11	763	735	687	639	598	556	515	481	453	419	392	323	11	364	11	323
12	790	763	714	666	618	577	536	502	474	433	405	337	12	371	12	357
13	818	783	735	687	639	598	550	515	488	447	419	344	13	385	13	385
14	838	811	756	701	660	611	570	529	502	460	433	357	14	412	14	426
15	852	824	769	714	666	625	577	536	508	467	440	364	15	433	15	460
16	859	831	776	721	673	632	584	543	515	474	440	364	16	447	16	508
17	879	845	790	735	687	639	591	556	522	481	453	371	17	467	17	536
18	900	866	811	756	708	660	611	570	536	495	460	378	18	488	18	584
19	914	879	824	769	714	666	618	577	543	502	467	385	19	515	19	618
20	941	907	845	783	735	687	632	591	556	515	481	398	20	529	20	660
21	962	927	866	804	756	701	653	605	570	529	495	405	21	550	21	749
22	976	941	879	818	763	714	660	618	577	536	502	412	22	584		
23	989	955	893	831	776	721	673	625	591	543	508	419	23	605		
24	1017	976	914	852	797	742	687	639	605	556	522	433	24	632		
25	1024	982	921	859	804	749	694	646	605	563	522	433	25	680		
26	1037	1003	934	866	811	756	701	653	618	570	536	440	26	742		
27	1051	1017	948	879	824	769	714	666	625	577	543	447				
28	1058	1024	955	886	831	776	714	666	632	584	543	447				
29	1079	1037	969	900	845	783	728	680	639	591	550	453				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1085	1044	976	907	852	790	735	680	646	598	556	460				
31	1099	1058	989	921	859	804	742	694	653	605	563	467				
32	1120	1079	1010	941	879	818	756	708	666	618	577	474				
33	1134	1092	1024	955	893	831	769	714	673	625	584	481				
34	1154	1113	1037	962	900	838	776	728	687	632	591	488				
35	1168	1127	1051	976	914	852	790	735	694	639	598	495				
36	1182	1140	1065	989	927	866	797	749	701	653	605	502				
37	1202	1161	1085	1010	941	879	818	763	714	660	618	508				
38	1223	1175	1099	1024	955	893	824	769	728	673	625	515				
39	1230	1182	1106	1031	962	893	831	776	728	673	632	522				
40	1243	1195	1120	1044	976	907	838	783	742	680	639	529				
41	1257	1216	1134	1051	989	921	852	797	749	694	646	536				
42	1271	1230	1147	1065	996	927	859	804	756	701	653	536				
43	1292	1243	1161	1079	1010	941	872	811	769	708	660	543				
44	1298	1250	1168	1085	1017	948	879	818	769	714	666	550				
45	1319	1271	1189	1106	1037	962	893	831	783	728	680	556				
46	1333	1285	1202	1120	1044	976	900	845	797	735	687	563				
47	1347	1298	1216	1134	1058	982	914	852	804	742	694	570				
48	1367	1319	1230	1140	1072	996	921	859	811	749	701	577				
49	1381	1333	1243	1154	1079	1010	934	872	818	756	708	584				
50	1395	1347	1257	1168	1092	1017	941	879	831	769	714	591				
51	1408	1360	1271	1182	1106	1031	955	893	838	776	721	598				
52	1415	1367	1278	1189	1113	1037	962	893	845	776	728	598				
53	1436	1381	1292	1202	1127	1044	969	907	852	790	735	605				
54	1450	1395	1305	1216	1134	1058	982	914	859	797	742	611				
55	1470	1422	1326	1230	1154	1072	996	927	872	811	756	625				
56	1498	1443	1347	1250	1175	1092	1010	941	886	824	769	632				
57	1525	1470	1374	1278	1195	1113	1031	962	907	838	783	646				
58	1573	1511	1415	1319	1230	1147	1065	989	934	866	804	666				
59	1635	1573	1470	1367	1278	1189	1106	1031	969	900	838	694				
60	1704	1642	1532	1422	1333	1243	1147	1072	1010	934	872	721				
61	1752	1690	1580	1470	1374	1278	1189	1106	1044	962	900	742				
62	1793	1724	1614	1505	1401	1305	1209	1134	1065	982	921	756				
63	1821	1759	1642	1525	1429	1333	1230	1147	1085	1003	934	769				
64	1862	1793	1676	1559	1456	1360	1257	1175	1106	1024	955	790				
65	1896	1827	1711	1594	1491	1388	1285	1195	1127	1044	976	804				
66	1951	1882	1759	1635	1532	1422	1319	1230	1161	1072	1003	824				
67	2027	1958	1827	1697	1587	1477	1374	1278	1209	1113	1044	859				
68	2102	2027	1896	1766	1649	1539	1422	1326	1250	1154	1079	893				
69	2178	2102	1965	1827	1711	1594	1477	1374	1298	1195	1120	921				
70	2260	2178	2034	1889	1772	1649	1525	1422	1340	1243	1161	955				
71	2336	2246	2102	1958	1827	1704	1580	1470	1388	1285	1195	989				
72	2411	2322	2171	2020	1889	1759	1628	1518	1436	1326	1237	1024				
73	2487	2398	2240	2082	1951	1814	1683	1566	1477	1367	1278	1051				
74	2563	2473	2308	2143	2006	1869	1731	1614	1525	1408	1319	1085				
75	2638	2542	2377	2212	2068	1924	1786	1663	1566	1450	1353	1120				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 270

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	30	29	28	27	26	25	25	23	22	21	20	18	1	23	1	8
2	39	38	37	36	35	33	32	31	29	27	26	25	2	31	2	10
3	49	48	46	45	43	41	40	38	36	35	33	30	3	35	3	14
4	56	56	54	52	50	48	46	44	42	40	38	35	4	39	4	16
5	63	62	60	58	56	54	52	49	46	45	43	39	5	45	5	19
6	70	68	66	65	62	59	57	55	52	49	47	43	6	50	6	25
7	77	76	74	72	68	66	64	60	57	55	53	48	7	55	7	31
8	83	82	79	76	74	70	68	65	62	58	56	52	8	59	8	36
10	90	88	86	83	79	76	74	70	66	64	61	56	10	64	10	46
11	96	94	91	88	85	81	78	75	71	67	65	59	11	69	11	56
12	100	98	96	93	89	85	82	78	75	71	68	62	12	76	12	66
13	104	102	99	96	92	88	86	81	77	74	70	65	13	81	13	77
14	109	106	104	101	96	92	89	85	81	76	74	67	14	87	14	91
15	114	112	108	105	101	96	93	89	85	80	76	70	15	96	15	110
16	118	116	113	109	105	100	97	93	88	84	80	74	16	106	16	134
17	123	121	117	114	109	105	101	96	92	86	84	76	17	117	17	160
18	128	126	122	118	114	108	105	100	96	90	86	79	18	127	18	191
19	132	129	126	122	116	112	108	103	98	93	89	82	19	139	19	228
20	136	133	129	126	120	115	111	106	101	96	92	84	20	155	20	271
21	140	137	134	130	125	119	115	110	105	99	95	87	21	172	21	375
22	145	142	137	133	127	122	118	113	107	102	97	89	22	194		
23	149	147	142	137	132	126	122	116	111	105	101	92	23	217		
24	153	150	146	141	136	129	126	119	114	107	104	95	24	251		
25	157	155	150	146	139	134	129	123	117	111	106	97	25	309		
26	163	159	155	150	144	137	133	126	121	115	110	101	26	379		
27	167	164	159	155	148	142	137	131	125	118	113	104				
28	173	169	165	160	153	147	142	135	128	122	117	107				
29	178	176	170	165	158	151	147	139	133	126	121	111				
30	184	180	175	169	163	156	150	143	137	129	124	114				
31	189	186	180	175	167	160	155	147	140	134	128	117				
32	195	191	186	180	173	166	159	152	145	137	132	121				
33	201	197	191	186	177	170	165	157	149	141	136	125				
34	206	201	196	190	182	174	168	160	153	145	139	127				
35	210	207	200	194	187	178	172	164	157	148	142	130				
36	216	212	206	199	191	183	177	168	160	152	146	134				
37	224	219	213	207	198	189	183	175	167	157	151	138				
38	232	228	221	215	206	197	190	181	173	164	157	144				
39	240	236	228	221	212	203	197	187	178	169	162	148				
40	248	243	236	228	219	210	203	193	184	175	167	153				
41	256	251	244	237	227	217	209	200	190	180	173	158				
42	264	258	251	244	234	224	216	206	196	186	178	163				
43	271	267	258	250	240	230	222	212	202	191	184	168				
44	279	274	266	258	248	237	228	217	207	197	188	173				
45	287	281	273	265	254	243	235	224	213	202	194	177				
46	297	290	282	274	262	251	243	231	220	208	200	184				
47	306	300	291	282	271	259	250	238	228	216	207	189				
48	316	309	300	291	279	268	258	247	234	222	213	196				
49	325	319	309	300	288	276	266	254	241	229	219	201				
50	333	327	318	308	296	283	273	260	248	235	226	207				
51	343	337	327	317	304	291	281	268	255	242	232	212				
52	352	346	336	326	312	298	288	276	262	248	238	218				
53	361	354	344	334	320	306	296	282	268	255	244	224				
54	376	369	358	347	332	319	308	293	279	265	254	232				
55	394	386	375	364	349	334	322	308	292	278	267	244				
56	415	407	395	383	368	351	339	324	308	292	280	257				
57	438	430	417	404	388	371	359	342	325	308	296	271				

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TERRITORY 270

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	472	463	450	436	418	400	387	369	350	333	319	292				
59	523	513	499	484	464	444	429	409	389	369	354	324				
60	580	569	552	536	514	491	475	453	430	409	392	359				
61	633	622	603	585	561	537	519	495	470	447	429	392				
62	683	670	651	632	605	579	560	533	508	481	462	423				
63	733	720	699	678	650	622	601	573	545	517	496	454				
64	784	769	746	723	694	664	642	612	582	552	530	485				
65	834	818	794	771	739	707	683	652	620	588	564	516				
66	910	893	866	840	805	771	745	711	676	641	615	563				
67	1010	991	962	933	895	856	827	789	750	712	683	625				
68	1110	1089	1057	1026	984	941	909	867	824	783	751	687				
69	1210	1188	1153	1118	1072	1026	992	945	899	854	819	750				
70	1311	1286	1249	1211	1161	1111	1074	1024	974	924	886	812				
71	1411	1384	1344	1304	1250	1197	1156	1102	1048	995	955	874				
72	1512	1482	1440	1397	1339	1281	1239	1180	1123	1066	1022	935				
73	1612	1582	1535	1489	1428	1366	1320	1259	1198	1136	1090	998				
74	1713	1680	1631	1582	1517	1451	1402	1337	1272	1207	1158	1060				
75	1813	1778	1726	1674	1605	1536	1484	1416	1347	1278	1226	1122				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	292	280	262	244	226	215	197	185	173	161	149	125	1	161	1	77
2	387	375	352	328	304	286	262	244	232	215	203	167	2	185	2	95
3	423	405	381	358	334	310	286	268	250	232	215	179	3	215	3	119
4	495	477	447	417	387	364	334	316	298	274	256	209	4	232	4	131
5	542	524	489	453	423	393	370	340	322	298	280	232	5	244	5	155
6	566	548	513	477	447	417	387	358	340	310	292	238	6	256	6	167
7	596	572	536	501	465	435	405	375	352	328	304	250	7	268	7	185
8	620	602	560	519	489	453	423	393	370	340	322	262	8	280	8	221
10	644	620	578	536	501	471	435	405	381	352	328	274	10	298	10	256
11	662	638	596	554	519	483	447	417	393	364	340	280	11	316	11	280
12	685	662	620	578	536	501	465	435	411	375	352	292	12	322	12	310
13	709	679	638	596	554	519	477	447	423	387	364	298	13	334	13	334
14	727	703	656	608	572	530	495	459	435	399	375	310	14	358	14	370
15	739	715	668	620	578	542	501	465	441	405	381	316	15	375	15	399
16	745	721	673	626	584	548	507	471	447	411	381	316	16	387	16	441
17	763	733	685	638	596	554	513	483	453	417	393	322	17	405	17	465
18	781	751	703	656	614	572	530	495	465	429	399	328	18	423	18	507
19	793	763	715	668	620	578	536	501	471	435	405	334	19	447	19	536
20	817	787	733	679	638	596	548	513	483	447	417	346	20	459	20	572
21	834	805	751	697	656	608	566	524	495	459	429	352	21	477	21	650
22	846	817	763	709	662	620	572	536	501	465	435	358	22	507		
23	858	828	775	721	673	626	584	542	513	471	441	364	23	524		
24	882	846	793	739	691	644	596	554	524	483	453	375	24	548		
25	888	852	799	745	697	650	602	560	524	489	453	375	25	590		
26	900	870	811	751	703	656	608	566	536	495	465	381	26	644		
27	912	882	822	763	715	668	620	578	542	501	471	387				
28	918	888	828	769	721	673	620	578	548	507	471	387				
29	936	900	840	781	733	679	632	590	554	513	477	393				

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TERRITORY 270

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	942	906	846	787	739	685	638	590	560	519	483	399				
31	954	918	858	799	745	697	644	602	566	524	489	405				
32	971	936	876	817	763	709	656	614	578	536	501	411				
33	983	948	888	828	775	721	668	620	584	542	507	417				
34	1001	966	900	834	781	727	673	632	596	548	513	423				
35	1013	977	912	846	793	739	685	638	602	554	519	429				
36	1025	989	924	858	805	751	691	650	608	566	524	435				
37	1043	1007	942	876	817	763	709	662	620	572	536	441				
38	1061	1019	954	888	828	775	715	668	632	584	542	447				
39	1067	1025	960	894	834	775	721	673	632	584	548	453				
40	1079	1037	971	906	846	787	727	679	644	590	554	459				
41	1091	1055	983	912	858	799	739	691	650	602	560	465				
42	1103	1067	995	924	864	805	745	697	656	608	566	465				
43	1120	1079	1007	936	876	817	757	703	668	614	572	471				
44	1126	1085	1013	942	882	822	763	709	668	620	578	477				
45	1144	1103	1031	960	900	834	775	721	679	632	590	483				
46	1156	1115	1043	971	906	846	781	733	691	638	596	489				
47	1168	1126	1055	983	918	852	793	739	697	644	602	495				
48	1186	1144	1067	989	930	864	799	745	703	650	608	501				
49	1198	1156	1079	1001	936	876	811	757	709	656	614	507				
50	1210	1168	1091	1013	948	882	817	763	721	668	620	513				
51	1222	1180	1103	1025	960	894	828	775	727	673	626	519				
52	1228	1186	1109	1031	966	900	834	775	733	673	632	519				
53	1246	1198	1120	1043	977	906	840	787	739	685	638	524				
54	1258	1210	1132	1055	983	918	852	793	745	691	644	530				
55	1275	1234	1150	1067	1001	930	864	805	757	703	656	542				
56	1299	1252	1168	1085	1019	948	876	817	769	715	668	548				
57	1323	1275	1192	1109	1037	966	894	834	787	727	679	560				
58	1365	1311	1228	1144	1067	995	924	858	811	751	697	578				
59	1418	1365	1275	1186	1109	1031	960	894	840	781	727	602				
60	1478	1424	1329	1234	1156	1079	995	930	876	811	757	626				
61	1520	1466	1371	1275	1192	1109	1031	960	906	834	781	644				
62	1556	1496	1401	1305	1216	1132	1049	983	924	852	799	656				
63	1579	1526	1424	1323	1240	1156	1067	995	942	870	811	668				
64	1615	1556	1454	1353	1264	1180	1091	1019	960	888	828	685				
65	1645	1585	1484	1383	1293	1204	1115	1037	977	906	846	697				
66	1693	1633	1526	1418	1329	1234	1144	1067	1007	930	870	715				
67	1758	1699	1585	1472	1377	1281	1192	1109	1049	966	906	745				
68	1824	1758	1645	1532	1430	1335	1234	1150	1085	1001	936	775				
69	1889	1824	1705	1585	1484	1383	1281	1192	1126	1037	971	799				
70	1961	1889	1764	1639	1538	1430	1323	1234	1162	1079	1007	828				
71	2026	1949	1824	1699	1585	1478	1371	1275	1204	1115	1037	858				
72	2092	2014	1883	1752	1639	1526	1413	1317	1246	1150	1073	888				
73	2158	2080	1943	1806	1693	1573	1460	1359	1281	1186	1109	912				
74	2223	2146	2003	1860	1740	1621	1502	1401	1323	1222	1144	942				
75	2289	2205	2062	1919	1794	1669	1550	1442	1359	1258	1174	971				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 280

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	32	31	30	29	28	27	26	25	24	23	22	20	1	25	1	9
2	42	41	40	39	37	35	34	33	31	29	28	26	2	33	2	11
3	53	52	50	48	46	44	43	41	39	37	35	32	3	38	3	15
4	61	60	58	56	54	52	50	47	45	43	41	37	4	42	4	18
5	68	67	65	63	60	58	56	53	50	48	46	42	5	48	5	21
6	75	74	72	70	67	64	62	59	56	53	51	46	6	54	6	27
7	83	81	79	77	74	71	69	65	62	59	57	52	7	59	7	33
8	89	88	85	82	79	75	74	70	67	63	61	56	8	64	8	39
10	97	95	92	89	85	82	79	75	72	69	66	60	10	69	10	50
11	103	101	98	95	91	87	84	80	76	73	70	64	11	74	11	61
12	108	106	103	100	96	91	88	84	80	76	74	67	12	81	12	71
13	112	110	107	104	99	95	92	87	83	79	75	70	13	87	13	83
14	118	115	112	109	104	99	96	91	87	82	79	73	14	94	14	98
15	123	121	117	113	109	104	100	96	91	86	82	75	15	104	15	119
16	127	125	122	118	113	108	105	100	95	90	86	79	16	114	16	144
17	132	130	126	123	118	113	109	104	99	93	90	82	17	126	17	172
18	138	135	131	127	123	117	113	108	103	97	93	85	18	137	18	206
19	142	139	135	131	125	121	117	111	106	100	96	88	19	150	19	246
20	146	143	139	135	129	123	120	114	109	103	99	90	20	167	20	292
21	151	148	144	140	134	128	123	119	113	107	102	94	21	185	21	404
22	156	153	148	143	137	131	127	122	116	110	105	96	22	209		
23	161	158	153	148	142	136	131	125	120	113	109	99	23	234		
24	165	162	157	152	146	139	135	128	123	116	112	102	24	270		
25	170	167	162	157	150	144	139	132	126	120	115	105	25	333		
26	175	172	167	162	155	148	143	136	130	123	119	109	26	409		
27	180	176	172	167	160	153	148	141	134	127	122	112				
28	186	182	177	172	165	158	153	145	138	131	126	116				
29	192	189	183	177	171	163	158	150	143	135	130	120				
30	198	194	188	182	175	168	162	154	147	139	133	123				
31	204	200	194	188	180	172	167	159	151	144	138	126				
32	210	206	200	194	186	178	172	164	156	148	142	130				
33	217	212	206	200	191	183	177	169	161	152	146	134				
34	221	217	211	205	196	187	181	172	165	156	150	137				
35	226	222	216	209	201	192	185	176	169	160	153	140				
36	232	228	221	215	206	197	190	181	172	164	157	144				
37	241	236	229	222	214	204	197	188	179	170	163	149				
38	250	245	238	231	221	212	205	195	186	176	170	155				
39	259	254	246	238	228	219	212	202	192	182	174	160				
40	267	262	254	246	236	226	219	208	198	188	180	165				
41	275	270	263	255	244	234	225	216	205	194	186	171				
42	284	278	270	263	252	241	232	221	211	200	192	175				
43	292	287	278	270	259	248	239	228	218	206	198	181				
44	301	295	286	277	267	255	246	234	223	212	203	186				
45	309	303	294	285	273	262	253	241	229	218	209	191				
46	319	313	304	295	282	270	262	249	237	224	216	198				
47	329	323	314	304	292	279	270	257	245	232	222	204				
48	340	333	323	314	301	288	278	266	252	239	229	211				
49	350	343	333	323	310	297	286	273	260	247	236	217				
50	359	352	342	332	319	305	294	280	267	253	243	222				
51	369	363	352	341	327	314	303	288	274	261	250	228				
52	379	372	362	351	336	321	311	297	282	268	257	235				
53	389	381	370	360	345	329	319	304	289	274	263	241				
54	405	397	385	373	358	343	331	316	301	285	273	250				
55	424	416	404	392	375	360	347	331	315	299	287	263				
56	447	438	425	413	396	378	366	349	332	315	302	276				
57	471	463	449	435	417	400	386	368	350	332	319	292				

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TERRITORY 280

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	509	499	484	469	450	431	417	397	377	359	344	315				
59	564	553	537	521	500	478	462	440	418	398	381	349				
60	624	613	595	577	554	529	512	488	464	440	422	387				
61	682	669	650	630	605	578	559	533	507	481	462	422				
62	736	721	701	680	652	623	603	574	547	518	498	456				
63	790	775	753	730	700	670	647	617	587	557	534	489				
64	844	828	804	779	748	715	691	659	627	595	570	522				
65	899	881	856	830	796	761	736	702	667	633	608	556				
66	980	961	933	905	867	830	803	765	728	690	662	607				
67	1088	1067	1036	1005	963	922	891	850	808	766	735	673				
68	1196	1173	1139	1104	1059	1013	979	934	888	843	809	740				
69	1303	1279	1242	1204	1154	1105	1068	1018	968	919	882	808				
70	1412	1385	1345	1304	1250	1197	1156	1103	1049	995	955	874				
71	1520	1491	1447	1404	1347	1289	1245	1187	1129	1071	1028	941				
72	1628	1596	1550	1504	1442	1380	1334	1271	1209	1148	1101	1007				
73	1736	1703	1653	1603	1538	1471	1422	1355	1290	1223	1174	1075				
74	1844	1809	1756	1703	1634	1563	1510	1440	1370	1299	1247	1142				
75	1952	1915	1859	1803	1729	1654	1598	1525	1450	1376	1320	1208				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	373	358	335	312	289	274	251	236	221	205	190	160	1	205	1	99
2	495	479	449	419	388	365	335	312	297	274	259	213	2	236	2	122
3	540	517	487	457	426	396	365	342	320	297	274	228	3	274	3	152
4	632	609	571	533	495	464	426	403	381	350	327	266	4	297	4	167
5	693	670	624	578	540	502	472	434	411	381	358	297	5	312	5	198
6	723	700	654	609	571	533	495	457	434	396	373	304	6	327	6	213
7	761	731	685	639	594	556	517	479	449	419	388	320	7	342	7	236
8	791	769	715	662	624	578	540	502	472	434	411	335	8	358	8	282
10	822	791	738	685	639	601	556	517	487	449	419	350	10	381	10	327
11	845	814	761	708	662	616	571	533	502	464	434	358	11	403	11	358
12	875	845	791	738	685	639	594	556	525	479	449	373	12	411	12	396
13	906	868	814	761	708	662	609	571	540	495	464	381	13	426	13	426
14	928	898	837	776	731	677	632	586	556	510	479	396	14	457	14	472
15	944	913	852	791	738	693	639	594	563	517	487	403	15	479	15	510
16	951	921	860	799	746	700	647	601	571	525	487	403	16	495	16	563
17	974	936	875	814	761	708	654	616	578	533	502	411	17	517	17	594
18	997	959	898	837	784	731	677	632	594	548	510	419	18	540	18	647
19	1012	974	913	852	791	738	685	639	601	556	517	426	19	571	19	685
20	1043	1005	936	868	814	761	700	654	616	571	533	441	20	586	20	731
21	1065	1027	959	890	837	776	723	670	632	586	548	449	21	609	21	829
22	1081	1043	974	906	845	791	731	685	639	594	556	457	22	647		
23	1096	1058	989	921	860	799	746	693	654	601	563	464	23	670		
24	1126	1081	1012	944	883	822	761	708	670	616	578	479	24	700		
25	1134	1088	1020	951	890	829	769	715	670	624	578	479	25	753		
26	1149	1111	1035	959	898	837	776	723	685	632	594	487	26	822		
27	1164	1126	1050	974	913	852	791	738	693	639	601	495				
28	1172	1134	1058	982	921	860	791	738	700	647	601	495				
29	1195	1149	1073	997	936	868	807	753	708	654	609	502				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1202	1157	1081	1005	944	875	814	753	715	662	616	510				
31	1218	1172	1096	1020	951	890	822	769	723	670	624	517				
32	1240	1195	1119	1043	974	906	837	784	738	685	639	525				
33	1256	1210	1134	1058	989	921	852	791	746	693	647	533				
34	1278	1233	1149	1065	997	928	860	807	761	700	654	540				
35	1294	1248	1164	1081	1012	944	875	814	769	708	662	548				
36	1309	1263	1180	1096	1027	959	883	829	776	723	670	556				
37	1332	1286	1202	1119	1043	974	906	845	791	731	685	563				
38	1355	1301	1218	1134	1058	989	913	852	807	746	693	571				
39	1362	1309	1225	1142	1065	989	921	860	807	746	700	578				
40	1377	1324	1240	1157	1081	1005	928	868	822	753	708	586				
41	1393	1347	1256	1164	1096	1020	944	883	829	769	715	594				
42	1408	1362	1271	1180	1103	1027	951	890	837	776	723	594				
43	1431	1377	1286	1195	1119	1043	966	898	852	784	731	601				
44	1438	1385	1294	1202	1126	1050	974	906	852	791	738	609				
45	1461	1408	1317	1225	1149	1065	989	921	868	807	753	616				
46	1476	1423	1332	1240	1157	1081	997	936	883	814	761	624				
47	1492	1438	1347	1256	1172	1088	1012	944	890	822	769	632				
48	1514	1461	1362	1263	1187	1103	1020	951	898	829	776	639				
49	1530	1476	1377	1278	1195	1119	1035	966	906	837	784	647				
50	1545	1492	1393	1294	1210	1126	1043	974	921	852	791	654				
51	1560	1507	1408	1309	1225	1142	1058	989	928	860	799	662				
52	1568	1514	1415	1317	1233	1149	1065	989	936	860	807	662				
53	1590	1530	1431	1332	1248	1157	1073	1005	944	875	814	670				
54	1606	1545	1446	1347	1256	1172	1088	1012	951	883	822	677				
55	1629	1575	1469	1362	1278	1187	1103	1027	966	898	837	693				
56	1659	1598	1492	1385	1301	1210	1119	1043	982	913	852	700				
57	1689	1629	1522	1415	1324	1233	1142	1065	1005	928	868	715				
58	1743	1674	1568	1461	1362	1271	1180	1096	1035	959	890	738				
59	1811	1743	1629	1514	1415	1317	1225	1142	1073	997	928	769				
60	1887	1819	1697	1575	1476	1377	1271	1187	1119	1035	966	799				
61	1941	1872	1750	1629	1522	1415	1317	1225	1157	1065	997	822				
62	1986	1910	1788	1667	1552	1446	1339	1256	1180	1088	1020	837				
63	2017	1948	1819	1689	1583	1476	1362	1271	1202	1111	1035	852				
64	2062	1986	1857	1727	1613	1507	1393	1301	1225	1134	1058	875				
65	2100	2024	1895	1766	1651	1537	1423	1324	1248	1157	1081	890				
66	2161	2085	1948	1811	1697	1575	1461	1362	1286	1187	1111	913				
67	2245	2169	2024	1880	1758	1636	1522	1415	1339	1233	1157	951				
68	2329	2245	2100	1956	1826	1705	1575	1469	1385	1278	1195	989				
69	2412	2329	2176	2024	1895	1766	1636	1522	1438	1324	1240	1020				
70	2504	2412	2253	2093	1963	1826	1689	1575	1484	1377	1286	1058				
71	2587	2488	2329	2169	2024	1887	1750	1629	1537	1423	1324	1096				
72	2671	2572	2405	2237	2093	1948	1804	1682	1590	1469	1370	1134				
73	2755	2656	2481	2306	2161	2009	1864	1735	1636	1514	1415	1164				
74	2839	2740	2557	2374	2222	2070	1918	1788	1689	1560	1461	1202				
75	2922	2816	2633	2450	2291	2131	1979	1842	1735	1606	1499	1240				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	38	37	36	35	33	32	31	29	28	26	25	23	1	29	1	10
2	49	48	47	46	44	41	40	39	37	35	33	31	2	39	2	13
3	62	61	59	56	54	52	51	48	46	44	41	38	3	45	3	17
4	71	70	68	66	63	61	59	55	53	51	48	44	4	49	4	21
5	79	78	76	74	70	68	66	62	59	56	54	49	5	56	5	24
6	89	86	84	82	78	75	72	69	66	62	60	54	6	63	6	32
7	98	95	93	91	86	83	81	76	72	69	67	61	7	69	7	39
8	105	104	100	97	93	89	86	82	78	74	71	66	8	75	8	46
10	114	112	108	105	100	97	93	89	84	81	77	70	10	81	10	59
11	121	118	115	112	107	102	99	94	90	85	82	75	11	87	11	71
12	127	124	121	117	113	107	104	99	94	90	86	78	12	95	12	83
13	131	129	125	122	116	112	108	102	98	93	89	82	13	102	13	98
14	138	135	131	128	122	116	113	107	102	97	93	85	14	110	14	115
15	144	141	137	132	128	122	117	113	107	101	97	89	15	122	15	139
16	150	147	143	138	132	127	123	117	112	106	101	93	16	133	16	169
17	155	153	148	144	138	132	128	122	116	109	106	97	17	148	17	202
18	162	159	154	150	144	137	132	127	121	114	109	100	18	161	18	242
19	167	163	159	154	147	141	137	130	124	117	113	104	19	176	19	289
20	171	168	163	159	152	145	140	133	128	121	116	106	20	196	20	343
21	177	174	169	164	158	151	145	139	132	125	120	110	21	217	21	474
22	183	179	174	168	161	154	150	143	136	129	123	113	22	245		
23	189	185	179	174	167	160	154	147	140	132	128	116	23	275		
24	193	190	184	178	171	163	159	151	144	136	131	120	24	317		
25	199	196	190	184	176	169	163	155	148	140	135	123	25	391		
26	206	201	196	190	182	174	168	160	153	145	139	128	26	480		
27	212	207	201	196	187	179	174	166	158	150	143	131				
28	219	214	208	202	193	185	179	170	162	154	148	136				
29	225	222	215	208	200	191	185	176	168	159	153	140				
30	232	228	221	214	206	197	190	181	173	163	156	144				
31	239	235	228	221	212	202	196	186	177	169	162	148				
32	246	242	235	228	219	209	201	192	183	174	167	153				
33	254	248	242	235	224	215	208	198	189	178	171	158				
34	260	254	247	240	230	220	213	202	193	183	176	161				
35	266	261	253	245	236	225	217	207	198	187	179	164				
36	273	268	260	252	242	231	223	213	202	192	184	169				
37	283	277	269	261	251	239	231	221	210	199	191	175				
38	293	288	279	271	260	248	240	229	219	207	199	182				
39	304	298	289	279	268	256	248	237	225	214	205	187				
40	313	307	298	289	277	266	256	244	232	221	212	193				
41	323	317	308	299	286	275	265	253	240	228	219	200				
42	334	327	317	308	296	283	273	260	247	235	225	206				
43	343	337	327	316	304	291	281	268	255	242	232	213				
44	353	346	336	325	313	299	289	275	262	248	238	219				
45	362	355	345	335	321	307	297	283	269	255	245	224				
46	375	367	357	346	331	317	307	292	278	263	253	232				
47	386	380	368	357	343	328	316	301	288	273	261	239				
48	399	391	380	368	353	338	327	312	296	281	269	247				
49	411	403	391	380	363	348	336	321	305	290	277	254				
50	421	413	401	390	374	358	345	329	313	297	285	261				
51	434	426	413	400	384	368	355	338	322	306	293	268				
52	445	437	424	412	394	377	365	348	331	314	301	276				
53	457	447	435	422	405	386	374	357	339	322	308	283				
54	475	466	452	438	420	403	389	370	353	335	321	293				
55	498	488	474	460	440	422	407	389	369	351	337	308				
56	524	514	499	484	465	444	429	409	390	369	354	324				
57	553	543	527	511	490	469	453	432	411	390	374	343				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	597	585	568	551	528	506	489	466	443	421	404	369				
59	661	649	630	612	587	561	542	516	491	467	447	409				
60	733	719	698	677	650	621	600	573	544	516	496	454				
61	800	785	762	739	710	679	656	626	595	565	542	496				
62	864	846	822	798	765	731	707	674	642	608	584	535				
63	927	910	883	857	821	787	759	725	689	653	627	574				
64	990	972	943	914	877	840	811	773	736	698	669	613				
65	1055	1034	1004	974	934	894	864	823	783	743	713	652				
66	1150	1128	1095	1061	1018	974	942	898	854	810	777	712				
67	1277	1252	1216	1179	1130	1082	1045	997	948	899	863	790				
68	1403	1377	1336	1296	1243	1189	1149	1096	1042	989	949	868				
69	1530	1501	1457	1413	1355	1297	1254	1195	1136	1079	1035	948				
70	1657	1625	1578	1531	1467	1404	1357	1294	1231	1167	1120	1026				
71	1784	1749	1699	1648	1580	1512	1461	1393	1325	1257	1206	1104				
72	1910	1873	1819	1765	1692	1619	1565	1492	1419	1347	1291	1182				
73	2037	1999	1940	1881	1804	1726	1669	1590	1513	1435	1378	1262				
74	2164	2123	2061	1999	1917	1834	1772	1689	1608	1525	1463	1340				
75	2291	2247	2182	2116	2029	1941	1876	1789	1702	1615	1549	1418				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	373	358	335	312	289	274	251	236	221	205	190	160	1	205	1	99
2	495	479	449	419	388	365	335	312	297	274	259	213	2	236	2	122
3	540	517	487	457	426	396	365	342	320	297	274	228	3	274	3	152
4	632	609	571	533	495	464	426	403	381	350	327	266	4	297	4	167
5	693	670	624	578	540	502	472	434	411	381	358	297	5	312	5	198
6	723	700	654	609	571	533	495	457	434	396	373	304	6	327	6	213
7	761	731	685	639	594	556	517	479	449	419	388	320	7	342	7	236
8	791	769	715	662	624	578	540	502	472	434	411	335	8	358	8	282
10	822	791	738	685	639	601	556	517	487	449	419	350	10	381	10	327
11	845	814	761	708	662	616	571	533	502	464	434	358	11	403	11	358
12	875	845	791	738	685	639	594	556	525	479	449	373	12	411	12	396
13	906	868	814	761	708	662	609	571	540	495	464	381	13	426	13	426
14	928	898	837	776	731	677	632	586	556	510	479	396	14	457	14	472
15	944	913	852	791	738	693	639	594	563	517	487	403	15	479	15	510
16	951	921	860	799	746	700	647	601	571	525	487	403	16	495	16	563
17	974	936	875	814	761	708	654	616	578	533	502	411	17	517	17	594
18	997	959	898	837	784	731	677	632	594	548	510	419	18	540	18	647
19	1012	974	913	852	791	738	685	639	601	556	517	426	19	571	19	685
20	1043	1005	936	868	814	761	700	654	616	571	533	441	20	586	20	731
21	1065	1027	959	890	837	776	723	670	632	586	548	449	21	609	21	829
22	1081	1043	974	906	845	791	731	685	639	594	556	457	22	647		
23	1096	1058	989	921	860	799	746	693	654	601	563	464	23	670		
24	1126	1081	1012	944	883	822	761	708	670	616	578	479	24	700		
25	1134	1088	1020	951	890	829	769	715	670	624	578	479	25	753		
26	1149	1111	1035	959	898	837	776	723	685	632	594	487	26	822		
27	1164	1126	1050	974	913	852	791	738	693	639	601	495				
28	1172	1134	1058	982	921	860	791	738	700	647	601	495				
29	1195	1149	1073	997	936	868	807	753	708	654	609	502				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1202	1157	1081	1005	944	875	814	753	715	662	616	510				
31	1218	1172	1096	1020	951	890	822	769	723	670	624	517				
32	1240	1195	1119	1043	974	906	837	784	738	685	639	525				
33	1256	1210	1134	1058	989	921	852	791	746	693	647	533				
34	1278	1233	1149	1065	997	928	860	807	761	700	654	540				
35	1294	1248	1164	1081	1012	944	875	814	769	708	662	548				
36	1309	1263	1180	1096	1027	959	883	829	776	723	670	556				
37	1332	1286	1202	1119	1043	974	906	845	791	731	685	563				
38	1355	1301	1218	1134	1058	989	913	852	807	746	693	571				
39	1362	1309	1225	1142	1065	989	921	860	807	746	700	578				
40	1377	1324	1240	1157	1081	1005	928	868	822	753	708	586				
41	1393	1347	1256	1164	1096	1020	944	883	829	769	715	594				
42	1408	1362	1271	1180	1103	1027	951	890	837	776	723	594				
43	1431	1377	1286	1195	1119	1043	966	898	852	784	731	601				
44	1438	1385	1294	1202	1126	1050	974	906	852	791	738	609				
45	1461	1408	1317	1225	1149	1065	989	921	868	807	753	616				
46	1476	1423	1332	1240	1157	1081	997	936	883	814	761	624				
47	1492	1438	1347	1256	1172	1088	1012	944	890	822	769	632				
48	1514	1461	1362	1263	1187	1103	1020	951	898	829	776	639				
49	1530	1476	1377	1278	1195	1119	1035	966	906	837	784	647				
50	1545	1492	1393	1294	1210	1126	1043	974	921	852	791	654				
51	1560	1507	1408	1309	1225	1142	1058	989	928	860	799	662				
52	1568	1514	1415	1317	1233	1149	1065	989	936	860	807	662				
53	1590	1530	1431	1332	1248	1157	1073	1005	944	875	814	670				
54	1606	1545	1446	1347	1256	1172	1088	1012	951	883	822	677				
55	1629	1575	1469	1362	1278	1187	1103	1027	966	898	837	693				
56	1659	1598	1492	1385	1301	1210	1119	1043	982	913	852	700				
57	1689	1629	1522	1415	1324	1233	1142	1065	1005	928	868	715				
58	1743	1674	1568	1461	1362	1271	1180	1096	1035	959	890	738				
59	1811	1743	1629	1514	1415	1317	1225	1142	1073	997	928	769				
60	1887	1819	1697	1575	1476	1377	1271	1187	1119	1035	966	799				
61	1941	1872	1750	1629	1522	1415	1317	1225	1157	1065	997	822				
62	1986	1910	1788	1667	1552	1446	1339	1256	1180	1088	1020	837				
63	2017	1948	1819	1689	1583	1476	1362	1271	1202	1111	1035	852				
64	2062	1986	1857	1727	1613	1507	1393	1301	1225	1134	1058	875				
65	2100	2024	1895	1766	1651	1537	1423	1324	1248	1157	1081	890				
66	2161	2085	1948	1811	1697	1575	1461	1362	1286	1187	1111	913				
67	2245	2169	2024	1880	1758	1636	1522	1415	1339	1233	1157	951				
68	2329	2245	2100	1956	1826	1705	1575	1469	1385	1278	1195	989				
69	2412	2329	2176	2024	1895	1766	1636	1522	1438	1324	1240	1020				
70	2504	2412	2253	2093	1963	1826	1689	1575	1484	1377	1286	1058				
71	2587	2488	2329	2169	2024	1887	1750	1629	1537	1423	1324	1096				
72	2671	2572	2405	2237	2093	1948	1804	1682	1590	1469	1370	1134				
73	2755	2656	2481	2306	2161	2009	1864	1735	1636	1514	1415	1164				
74	2839	2740	2557	2374	2222	2070	1918	1788	1689	1560	1461	1202				
75	2922	2816	2633	2450	2291	2131	1979	1842	1735	1606	1499	1240				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 300

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	31	30	29	28	27	26	25	23	22	21	20	19	1	23	1	8
2	40	39	38	37	35	33	33	32	30	28	27	25	2	32	2	10
3	50	49	47	46	44	42	41	39	37	35	33	31	3	36	3	14
4	58	57	55	53	51	49	47	45	43	41	39	35	4	40	4	17
5	64	63	61	60	57	55	53	50	47	46	44	40	5	46	5	20
6	72	70	68	66	63	60	59	56	53	50	48	44	6	51	6	26
7	79	77	75	73	70	67	65	61	59	56	54	49	7	56	7	32
8	85	84	81	78	75	72	70	66	63	60	58	53	8	60	8	37
10	92	90	87	85	81	78	75	72	68	65	62	57	10	65	10	47
11	98	96	93	90	86	83	80	76	73	69	66	60	11	71	11	58
12	102	100	98	95	91	86	84	80	76	73	70	63	12	77	12	67
13	106	104	101	99	94	90	87	83	79	75	72	66	13	83	13	79
14	112	109	106	103	99	94	91	86	83	78	75	69	14	89	14	93
15	116	114	111	107	103	99	95	91	86	82	78	72	15	99	15	113
16	121	119	115	112	107	102	100	95	90	86	82	75	16	108	16	137
17	126	124	120	116	112	107	103	99	94	88	86	78	17	120	17	164
18	131	128	125	121	116	111	107	102	98	92	88	81	18	130	18	195
19	135	132	128	125	119	114	111	105	100	95	91	84	19	142	19	233
20	139	136	132	128	123	117	113	108	103	98	94	86	20	158	20	277
21	143	140	137	133	127	122	117	113	107	101	97	89	21	176	21	383
22	148	145	140	136	130	125	121	115	110	104	100	91	22	198		
23	153	150	145	140	135	129	125	119	113	107	103	94	23	222		
24	156	153	149	144	139	132	128	122	116	110	106	97	24	257		
25	161	158	153	149	142	137	132	126	120	113	109	100	25	316		
26	166	163	158	153	147	140	136	129	124	117	113	103	26	388		
27	171	167	163	158	152	145	140	134	127	121	115	106				
28	177	173	168	164	156	150	145	138	131	125	120	110				
29	182	179	174	168	162	154	150	142	136	128	124	113				
30	188	184	179	173	166	159	153	146	140	132	126	116				
31	193	190	184	179	171	164	158	151	143	137	131	120				
32	199	195	190	184	177	169	163	155	148	140	135	124				
33	206	201	195	190	181	174	168	160	153	144	139	127				
34	210	206	200	194	186	178	172	164	156	148	142	130				
35	215	211	205	198	191	182	176	167	160	152	145	133				
36	220	217	210	204	195	187	180	172	164	155	149	137				
37	229	224	218	211	203	193	187	179	170	161	154	141				
38	237	233	226	219	210	201	194	185	177	167	161	147				
39	246	241	233	226	217	207	201	192	182	173	166	152				
40	253	248	241	233	224	215	207	197	188	179	171	156				
41	261	257	249	242	232	222	214	205	194	184	177	162				
42	270	264	257	249	239	229	220	210	200	190	182	166				
43	277	272	264	256	246	235	227	217	206	195	188	172				
44	286	280	272	263	253	242	233	222	212	201	193	177				
45	293	287	279	271	259	248	240	229	218	206	198	181				
46	303	297	288	280	268	257	248	236	225	213	205	188				
47	312	307	298	288	277	265	256	244	233	220	211	193				
48	323	316	307	298	286	273	264	252	239	227	218	200				
49	332	326	316	307	294	282	272	259	246	234	224	206				
50	340	334	325	315	302	289	279	266	253	240	231	211				
51	351	344	334	324	311	298	287	273	260	247	237	217				
52	360	353	343	333	319	305	295	282	268	254	244	223				
53	369	362	352	341	327	312	302	288	274	260	249	229				
54	384	377	365	354	339	326	314	299	286	271	259	237				
55	403	394	383	372	356	341	329	314	299	284	272	249				
56	424	416	404	392	376	359	347	331	315	299	286	262				
57	447	439	426	413	396	379	366	350	332	315	302	277				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	483	473	459	445	427	409	395	377	358	340	326	299				
59	535	525	510	495	474	454	438	418	397	378	362	331				
60	592	581	565	548	525	502	485	463	440	418	401	367				
61	647	635	617	598	574	549	530	506	481	457	438	401				
62	698	684	665	645	618	591	572	545	519	492	472	432				
63	750	736	714	693	664	636	614	586	557	528	507	464				
64	801	786	763	739	710	679	656	625	595	565	541	496				
65	853	836	812	788	755	723	698	666	633	601	577	527				
66	930	912	885	858	823	788	762	726	691	655	629	576				
67	1032	1013	983	953	914	875	845	806	766	727	698	639				
68	1135	1113	1081	1048	1005	962	929	886	843	800	767	702				
69	1237	1214	1178	1143	1096	1049	1014	966	919	872	837	766				
70	1340	1314	1276	1238	1187	1136	1097	1046	995	944	906	830				
71	1442	1415	1374	1333	1278	1223	1181	1126	1071	1016	976	893				
72	1545	1515	1471	1428	1368	1309	1266	1206	1148	1089	1044	956				
73	1647	1616	1569	1521	1459	1396	1349	1286	1224	1161	1114	1020				
74	1750	1717	1667	1616	1550	1483	1433	1366	1300	1233	1183	1083				
75	1853	1817	1764	1711	1641	1570	1517	1447	1376	1306	1253	1147				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	285	274	256	239	221	210	192	180	169	157	146	122	1	157	1	76
2	378	367	343	320	297	279	256	239	227	210	198	163	2	180	2	93
3	413	396	372	349	326	303	279	262	244	227	210	175	3	210	3	116
4	483	466	437	407	378	355	326	308	291	268	250	204	4	227	4	128
5	530	512	477	442	413	384	361	332	314	291	274	227	5	239	5	151
6	553	535	501	466	437	407	378	349	332	303	285	233	6	250	6	163
7	582	559	524	489	454	425	396	367	343	320	297	244	7	262	7	180
8	605	588	547	506	477	442	413	384	361	332	314	256	8	274	8	215
10	629	605	565	524	489	460	425	396	372	343	320	268	10	291	10	250
11	646	623	582	541	506	471	437	407	384	355	332	274	11	308	11	274
12	669	646	605	565	524	489	454	425	402	367	343	285	12	314	12	303
13	693	663	623	582	541	506	466	437	413	378	355	291	13	326	13	326
14	710	687	640	594	559	518	483	448	425	390	367	303	14	349	14	361
15	722	698	652	605	565	530	489	454	431	396	372	308	15	367	15	390
16	728	704	658	611	570	535	495	460	437	402	372	308	16	378	16	431
17	745	716	669	623	582	541	501	471	442	407	384	314	17	396	17	454
18	762	733	687	640	599	559	518	483	454	419	390	320	18	413	18	495
19	774	745	698	652	605	565	524	489	460	425	396	326	19	437	19	524
20	797	768	716	663	623	582	535	501	471	437	407	338	20	448	20	559
21	815	786	733	681	640	594	553	512	483	448	419	343	21	466	21	634
22	826	797	745	693	646	605	559	524	489	454	425	349	22	495		
23	838	809	757	704	658	611	570	530	501	460	431	355	23	512		
24	861	826	774	722	675	629	582	541	512	471	442	367	24	535		
25	867	832	780	728	681	634	588	547	512	477	442	367	25	576		
26	879	850	792	733	687	640	594	553	524	483	454	372	26	629		
27	890	861	803	745	698	652	605	565	530	489	460	378				
28	896	867	809	751	704	658	605	565	535	495	460	378				
29	914	879	821	762	716	663	617	576	541	501	466	384				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	920	885	826	768	722	669	623	576	547	506	471	390				
31	931	896	838	780	728	681	629	588	553	512	477	396				
32	949	914	856	797	745	693	640	599	565	524	489	402				
33	960	925	867	809	757	704	652	605	570	530	495	407				
34	978	943	879	815	762	710	658	617	582	535	501	413				
35	989	954	890	826	774	722	669	623	588	541	506	419				
36	1001	966	902	838	786	733	675	634	594	553	512	425				
37	1019	984	920	856	797	745	693	646	605	559	524	431				
38	1036	995	931	867	809	757	698	652	617	570	530	437				
39	1042	1001	937	873	815	757	704	658	617	570	535	442				
40	1053	1013	949	885	826	768	710	663	629	576	541	448				
41	1065	1030	960	890	838	780	722	675	634	588	547	454				
42	1077	1042	972	902	844	786	728	681	640	594	553	454				
43	1094	1053	984	914	856	797	739	687	652	599	559	460				
44	1100	1059	989	920	861	803	745	693	652	605	565	466				
45	1117	1077	1007	937	879	815	757	704	663	617	576	471				
46	1129	1088	1019	949	885	826	762	716	675	623	582	477				
47	1141	1100	1030	960	896	832	774	722	681	629	588	483				
48	1158	1117	1042	966	908	844	780	728	687	634	594	489				
49	1170	1129	1053	978	914	856	792	739	693	640	599	495				
50	1181	1141	1065	989	925	861	797	745	704	652	605	501				
51	1193	1152	1077	1001	937	873	809	757	710	658	611	506				
52	1199	1158	1083	1007	943	879	815	757	716	658	617	506				
53	1216	1170	1094	1019	954	885	821	768	722	669	623	512				
54	1228	1181	1106	1030	960	896	832	774	728	675	629	518				
55	1245	1205	1123	1042	978	908	844	786	739	687	640	530				
56	1269	1222	1141	1059	995	925	856	797	751	698	652	535				
57	1292	1245	1164	1083	1013	943	873	815	768	710	663	547				
58	1333	1280	1199	1117	1042	972	902	838	792	733	681	565				
59	1385	1333	1245	1158	1083	1007	937	873	821	762	710	588				
60	1443	1391	1298	1205	1129	1053	972	908	856	792	739	611				
61	1484	1432	1339	1245	1164	1083	1007	937	885	815	762	629				
62	1519	1461	1368	1275	1187	1106	1024	960	902	832	780	640				
63	1542	1490	1391	1292	1211	1129	1042	972	920	850	792	652				
64	1577	1519	1420	1321	1234	1152	1065	995	937	867	809	669				
65	1606	1548	1449	1350	1263	1176	1088	1013	954	885	826	681				
66	1653	1595	1490	1385	1298	1205	1117	1042	984	908	850	698				
67	1717	1659	1548	1438	1344	1251	1164	1083	1024	943	885	728				
68	1781	1717	1606	1496	1397	1304	1205	1123	1059	978	914	757				
69	1845	1781	1665	1548	1449	1350	1251	1164	1100	1013	949	780				
70	1915	1845	1723	1601	1502	1397	1292	1205	1135	1053	984	809				
71	1979	1903	1781	1659	1548	1443	1339	1245	1176	1088	1013	838				
72	2043	1967	1839	1711	1601	1490	1379	1286	1216	1123	1048	867				
73	2107	2031	1897	1763	1653	1536	1426	1327	1251	1158	1083	890				
74	2171	2095	1956	1816	1699	1583	1467	1368	1292	1193	1117	920				
75	2235	2153	2014	1874	1752	1630	1513	1408	1327	1228	1147	949				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 310

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	34	33	32	31	30	29	28	26	25	24	23	21	1	26	1	9
2	44	43	42	41	39	37	36	35	33	31	30	28	2	35	2	11
3	56	55	53	50	48	46	45	43	41	39	37	34	3	40	3	15
4	64	63	61	59	57	55	53	49	47	45	43	39	4	44	4	19
5	71	70	68	66	63	61	59	56	53	50	48	44	5	50	5	22
6	79	77	75	73	70	67	65	62	59	56	54	48	6	57	6	29
7	88	85	83	81	77	74	72	68	65	62	60	55	7	62	7	35
8	94	93	90	87	83	79	77	73	70	66	64	59	8	67	8	41
10	102	100	97	94	90	87	83	79	75	72	69	63	10	72	10	53
11	108	106	103	100	96	92	89	84	80	76	73	67	11	78	11	64
12	113	111	108	105	101	96	93	89	84	80	77	70	12	85	12	74
13	117	115	112	109	104	100	97	92	88	83	79	73	13	92	13	88
14	124	121	117	114	109	104	101	96	92	87	83	76	14	99	14	103
15	129	127	123	118	114	109	105	101	96	91	87	79	15	109	15	125
16	134	132	128	124	118	113	110	105	100	95	91	83	16	119	16	151
17	139	137	133	129	124	118	114	109	104	98	95	87	17	133	17	181
18	145	142	138	134	129	123	118	113	108	102	98	90	18	144	18	216
19	149	146	142	138	132	127	123	116	111	105	101	93	19	158	19	259
20	153	150	146	142	136	130	126	119	114	108	104	95	20	175	20	307
21	159	156	151	147	141	135	130	125	118	112	107	99	21	195	21	424
22	164	161	156	150	144	138	134	128	122	115	110	101	22	219		
23	169	166	161	156	149	143	138	132	126	118	114	104	23	246		
24	173	170	165	160	153	146	142	135	129	122	117	107	24	284		
25	178	175	170	165	158	151	146	139	133	126	121	110	25	350		
26	184	180	175	170	163	156	150	143	137	130	125	114	26	430		
27	190	185	180	175	168	161	156	148	141	134	128	117				
28	196	192	186	181	173	166	161	152	145	138	133	122				
29	202	199	193	186	179	171	166	158	150	142	137	126				
30	208	204	198	192	184	176	170	162	155	146	140	129				
31	214	210	204	198	190	181	175	167	159	151	145	133				
32	220	216	210	204	196	187	180	172	164	156	149	137				
33	228	222	216	210	201	193	186	177	169	160	153	141				
34	233	228	221	215	206	197	191	181	173	164	158	144				
35	238	234	227	219	211	202	195	185	177	168	161	147				
36	244	240	233	226	216	207	200	191	181	172	165	151				
37	253	248	241	234	225	214	207	198	188	178	171	157				
38	263	258	250	243	233	222	215	205	196	185	178	163				
39	272	267	259	250	240	230	222	212	202	192	183	168				
40	280	275	267	259	248	238	230	218	208	198	190	173				
41	289	284	276	268	256	246	237	227	215	204	196	179				
42	299	293	284	276	265	253	244	233	221	210	202	184				
43	307	302	293	283	272	261	251	240	229	216	208	191				
44	316	310	301	291	280	268	259	246	235	222	213	196				
45	324	318	309	300	287	275	266	253	241	229	219	201				
46	336	329	319	310	297	284	275	262	249	236	227	208				
47	346	340	330	319	307	294	283	270	258	244	234	214				
48	357	350	340	330	316	303	293	279	265	251	241	221				
49	368	361	350	340	325	312	301	287	273	260	248	228				
50	377	370	359	349	335	320	309	295	280	266	255	234				
51	388	381	370	358	344	330	318	303	288	274	263	240				
52	399	391	380	369	353	338	327	312	297	281	270	247				
53	409	401	389	378	363	346	335	319	304	288	276	253				
54	425	417	405	392	376	361	348	332	316	300	287	263				
55	446	437	424	412	394	378	365	348	331	314	302	276				
56	470	460	447	434	416	398	384	367	349	331	317	290				
57	495	486	472	457	439	420	406	387	368	349	335	307				

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TERRITORY 310

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	535	524	509	493	473	453	438	417	397	377	362	331				
59	592	581	564	548	525	503	485	462	440	418	401	367				
60	656	644	625	607	582	556	538	513	487	462	444	407				
61	717	703	683	662	636	608	587	560	533	506	485	444				
62	774	758	736	715	685	655	633	604	575	545	523	479				
63	830	815	791	767	735	705	680	649	617	585	561	514				
64	887	870	845	819	786	752	726	692	659	625	599	549				
65	945	926	899	872	836	800	774	737	701	665	639	584				
66	1030	1010	981	951	912	872	844	804	765	725	696	638				
67	1143	1122	1089	1056	1012	969	936	893	849	805	773	708				
68	1257	1233	1197	1161	1113	1065	1029	982	933	886	850	778				
69	1370	1344	1305	1266	1213	1162	1123	1070	1018	966	927	849				
70	1484	1455	1413	1371	1314	1258	1215	1159	1102	1045	1003	919				
71	1598	1567	1521	1476	1415	1354	1308	1247	1187	1126	1080	989				
72	1711	1678	1629	1581	1515	1450	1402	1336	1271	1206	1157	1059				
73	1824	1790	1738	1685	1616	1546	1495	1424	1355	1285	1234	1130				
74	1938	1901	1846	1790	1717	1643	1587	1513	1440	1366	1310	1200				
75	2052	2013	1954	1895	1817	1739	1680	1603	1524	1446	1387	1270				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	257	247	231	215	200	189	173	163	152	142	131	110	1	142	1	68
2	341	331	310	289	268	252	231	215	205	189	179	147	2	163	2	84
3	373	357	336	315	294	273	252	236	221	205	189	158	3	189	3	105
4	436	420	394	368	341	320	294	278	263	242	226	184	4	205	4	116
5	478	462	431	399	373	347	326	299	284	263	247	205	5	215	5	137
6	499	483	452	420	394	368	341	315	299	273	257	210	6	226	6	147
7	525	504	473	441	410	383	357	331	310	289	268	221	7	236	7	163
8	546	530	494	457	431	399	373	347	326	299	284	231	8	247	8	194
10	567	546	509	473	441	415	383	357	336	310	289	242	10	263	10	226
11	583	562	525	488	457	425	394	368	347	320	299	247	11	278	11	247
12	604	583	546	509	473	441	410	383	362	331	310	257	12	284	12	273
13	625	599	562	525	488	457	420	394	373	341	320	263	13	294	13	294
14	641	620	578	536	504	467	436	404	383	352	331	273	14	315	14	326
15	651	630	588	546	509	478	441	410	389	357	336	278	15	331	15	352
16	656	635	593	551	515	483	446	415	394	362	336	278	16	341	16	389
17	672	646	604	562	525	488	452	425	399	368	347	284	17	357	17	410
18	688	662	620	578	541	504	467	436	410	378	352	289	18	373	18	446
19	698	672	630	588	546	509	473	441	415	383	357	294	19	394	19	473
20	719	693	646	599	562	525	483	452	425	394	368	305	20	404	20	504
21	735	709	662	614	578	536	499	462	436	404	378	310	21	420	21	572
22	746	719	672	625	583	546	504	473	441	410	383	315	22	446		
23	756	730	683	635	593	551	515	478	452	415	389	320	23	462		
24	777	746	698	651	609	567	525	488	462	425	399	331	24	483		
25	782	751	704	656	614	572	530	494	462	431	399	331	25	520		
26	793	767	714	662	620	578	536	499	473	436	410	336	26	567		
27	803	777	725	672	630	588	546	509	478	441	415	341				
28	809	782	730	677	635	593	546	509	483	446	415	341				
29	824	793	740	688	646	599	557	520	488	452	420	347				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	830	798	746	693	651	604	562	520	494	457	425	352				
31	840	809	756	704	656	614	567	530	499	462	431	357				
32	856	824	772	719	672	625	578	541	509	473	441	362				
33	866	835	782	730	683	635	588	546	515	478	446	368				
34	882	851	793	735	688	641	593	557	525	483	452	373				
35	893	861	803	746	698	651	604	562	530	488	457	378				
36	903	872	814	756	709	662	609	572	536	499	462	383				
37	919	887	830	772	719	672	625	583	546	504	473	389				
38	935	898	840	782	730	683	630	588	557	515	478	394				
39	940	903	845	788	735	683	635	593	557	515	483	399				
40	950	914	856	798	746	693	641	599	567	520	488	404				
41	961	929	866	803	756	704	651	609	572	530	494	410				
42	971	940	877	814	761	709	656	614	578	536	499	410				
43	987	950	887	824	772	719	667	620	588	541	504	415				
44	992	956	893	830	777	725	672	625	588	546	509	420				
45	1008	971	908	845	793	735	683	635	599	557	520	425				
46	1019	982	919	856	798	746	688	646	609	562	525	431				
47	1029	992	929	866	809	751	698	651	614	567	530	436				
48	1045	1008	940	872	819	761	704	656	620	572	536	441				
49	1055	1019	950	882	824	772	714	667	625	578	541	446				
50	1066	1029	961	893	835	777	719	672	635	588	546	452				
51	1076	1040	971	903	845	788	730	683	641	593	551	457				
52	1082	1045	977	908	851	793	735	683	646	593	557	457				
53	1097	1055	987	919	861	798	740	693	651	604	562	462				
54	1108	1066	998	929	866	809	751	698	656	609	567	467				
55	1124	1087	1013	940	882	819	761	709	667	620	578	478				
56	1145	1103	1029	956	898	835	772	719	677	630	588	483				
57	1166	1124	1050	977	914	851	788	735	693	641	599	494				
58	1202	1155	1082	1008	940	877	814	756	714	662	614	509				
59	1250	1202	1124	1045	977	908	845	788	740	688	641	530				
60	1302	1255	1171	1087	1019	950	877	819	772	714	667	551				
61	1339	1292	1208	1124	1050	977	908	845	798	735	688	567				
62	1370	1318	1234	1150	1071	998	924	866	814	751	704	578				
63	1391	1344	1255	1166	1092	1019	940	877	830	767	714	588				
64	1423	1370	1281	1192	1113	1040	961	898	845	782	730	604				
65	1449	1397	1307	1218	1139	1061	982	914	861	798	746	614				
66	1491	1439	1344	1250	1171	1087	1008	940	887	819	767	630				
67	1549	1496	1397	1297	1213	1129	1050	977	924	851	798	656				
68	1607	1549	1449	1349	1260	1176	1087	1013	956	882	824	683				
69	1664	1607	1502	1397	1307	1218	1129	1050	992	914	856	704				
70	1727	1664	1554	1444	1355	1260	1166	1087	1024	950	887	730				
71	1785	1717	1607	1496	1397	1302	1208	1124	1061	982	914	756				
72	1843	1775	1659	1544	1444	1344	1244	1160	1097	1013	945	782				
73	1901	1832	1712	1591	1491	1386	1286	1197	1129	1045	977	803				
74	1958	1890	1764	1638	1533	1428	1323	1234	1166	1076	1008	830				
75	2016	1943	1817	1691	1580	1470	1365	1271	1197	1108	1034	856				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 320

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	51	50	48	47	45	44	42	39	37	36	34	31	1	39	1	14
2	67	66	64	62	59	56	55	53	50	47	45	42	2	53	2	17
3	84	83	80	76	73	70	69	66	62	59	56	51	3	61	3	23
4	97	95	92	89	86	83	80	75	72	69	66	59	4	67	4	28
5	108	106	103	100	95	92	89	84	80	76	73	67	5	76	5	33
6	120	117	114	111	106	101	98	94	89	84	81	73	6	86	6	44
7	133	129	126	123	117	112	109	103	98	94	90	83	7	94	7	53
8	142	140	136	131	126	120	117	111	106	100	97	89	8	101	8	62
10	154	151	147	142	136	131	126	120	114	109	105	95	10	109	10	80
11	164	161	156	151	145	139	134	128	122	115	111	101	11	119	11	97
12	172	168	164	159	153	145	140	134	128	122	117	106	12	129	12	112
13	178	175	170	165	158	151	147	139	133	126	120	111	13	139	13	133
14	187	183	178	173	165	158	153	145	139	131	126	115	14	150	14	156
15	195	192	186	179	173	165	159	153	145	137	131	120	15	165	15	189
16	203	200	193	187	179	172	167	159	151	144	137	126	16	181	16	229
17	211	207	201	195	187	179	173	165	158	148	144	131	17	201	17	275
18	220	215	209	203	195	186	179	172	164	154	148	136	18	218	18	328
19	226	222	215	209	200	192	186	176	168	159	153	140	19	239	19	392
20	232	228	222	215	206	197	190	181	173	164	158	144	20	265	20	465
21	240	236	229	223	214	204	197	189	179	170	162	150	21	295	21	643
22	248	243	236	228	218	209	203	193	184	175	167	153	22	332		
23	256	251	243	236	226	217	209	200	190	179	173	158	23	373		
24	262	257	250	242	232	222	215	204	195	184	178	162	24	431		
25	270	265	257	250	239	229	222	211	201	190	183	167	25	530		
26	279	273	265	257	246	236	228	217	207	197	189	173	26	651		
27	287	281	273	265	254	243	236	225	214	203	193	178				
28	296	290	282	275	262	251	243	231	220	209	201	184				
29	306	301	292	282	271	259	251	239	228	215	207	190				
30	315	309	300	290	279	267	257	245	234	222	212	195				
31	324	318	309	300	287	275	265	253	240	229	220	201				
32	334	328	318	309	296	284	273	261	248	236	226	207				
33	345	337	328	318	304	292	282	268	256	242	232	214				
34	353	345	335	326	312	298	289	275	262	248	239	218				
35	360	354	343	332	320	306	295	281	268	254	243	223				
36	370	363	353	342	328	314	303	289	275	261	250	229				
37	384	376	365	354	340	324	314	300	285	270	259	237				
38	398	390	379	368	353	337	326	310	296	281	270	246				
39	412	404	392	379	363	348	337	321	306	290	278	254				
40	424	417	404	392	376	360	348	331	315	300	287	262				
41	438	431	418	406	388	373	359	343	326	309	296	271				
42	452	443	431	418	401	384	370	353	335	318	306	279				
43	465	457	443	429	412	395	381	363	346	328	315	289				
44	479	470	456	441	424	406	392	373	356	337	323	296				
45	491	482	468	454	435	417	402	384	365	346	332	304				
46	509	498	484	470	449	431	417	396	378	357	343	315				
47	524	515	499	484	465	445	429	409	390	370	354	324				
48	541	530	515	499	479	459	443	423	401	381	365	335				
49	557	546	530	515	493	473	456	435	413	393	376	345				
50	571	560	544	529	507	485	468	446	424	402	387	354				
51	588	577	560	543	521	499	482	459	437	415	398	363				
52	604	593	576	558	535	512	495	473	449	426	409	374				
53	619	607	590	573	549	524	507	484	460	437	418	384				
54	644	632	613	594	569	546	527	502	479	454	435	398				
55	675	661	643	624	597	573	552	527	501	476	457	418				
56	711	697	677	657	630	602	582	555	529	501	480	440				
57	750	736	714	693	665	636	615	587	557	529	507	465				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	810	794	771	747	716	686	663	632	601	571	548	501				
59	897	880	855	830	796	761	735	700	666	633	607	555				
60	994	975	947	919	881	842	814	777	738	700	672	616				
61	1086	1065	1034	1003	963	920	889	849	807	766	735	672				
62	1172	1148	1115	1083	1037	992	959	914	870	825	792	725				
63	1257	1234	1198	1162	1114	1067	1030	983	934	886	850	778				
64	1343	1318	1279	1240	1190	1139	1100	1048	998	947	908	831				
65	1431	1402	1362	1321	1267	1212	1172	1117	1062	1008	967	885				
66	1560	1530	1485	1440	1381	1321	1278	1218	1159	1098	1055	966				
67	1732	1699	1649	1599	1533	1468	1418	1353	1285	1220	1170	1072				
68	1903	1867	1813	1758	1686	1613	1558	1487	1413	1342	1287	1178				
69	2075	2036	1977	1917	1838	1760	1700	1621	1541	1463	1404	1285				
70	2248	2204	2140	2076	1991	1905	1841	1755	1669	1583	1519	1392				
71	2420	2373	2304	2235	2143	2051	1981	1889	1797	1705	1636	1498				
72	2591	2541	2468	2395	2295	2196	2123	2023	1925	1827	1752	1604				
73	2763	2711	2632	2552	2448	2342	2264	2157	2053	1947	1869	1711				
74	2936	2880	2796	2711	2601	2488	2404	2292	2181	2069	1984	1817				
75	3108	3048	2959	2870	2752	2633	2544	2427	2309	2190	2101	1923				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	307	295	276	257	238	226	207	194	182	169	157	132	1	169	1	82
2	408	395	370	345	320	301	276	257	245	226	213	176	2	194	2	100
3	445	426	401	376	351	326	301	282	263	245	226	188	3	226	3	125
4	520	502	470	439	408	382	351	332	314	288	270	219	4	245	4	138
5	571	552	514	477	445	414	389	357	339	314	295	245	5	257	5	163
6	596	577	539	502	470	439	408	376	357	326	307	251	6	270	6	176
7	627	602	564	527	489	458	426	395	370	345	320	263	7	282	7	194
8	652	633	589	545	514	477	445	414	389	357	339	276	8	295	8	232
10	677	652	608	564	527	495	458	426	401	370	345	288	10	314	10	270
11	696	671	627	583	545	508	470	439	414	382	357	295	11	332	11	295
12	721	696	652	608	564	527	489	458	433	395	370	307	12	339	12	326
13	746	715	671	627	583	545	502	470	445	408	382	314	13	351	13	351
14	765	740	690	640	602	558	520	483	458	420	395	326	14	376	14	389
15	777	752	702	652	608	571	527	489	464	426	401	332	15	395	15	420
16	784	759	709	658	614	577	533	495	470	433	401	332	16	408	16	464
17	803	771	721	671	627	583	539	508	477	439	414	339	17	426	17	489
18	821	790	740	690	646	602	558	520	489	451	420	345	18	445	18	533
19	834	803	752	702	652	608	564	527	495	458	426	351	19	470	19	564
20	859	828	771	715	671	627	577	539	508	470	439	364	20	483	20	602
21	878	846	790	734	690	640	596	552	520	483	451	370	21	502	21	683
22	890	859	803	746	696	652	602	564	527	489	458	376	22	533		
23	903	872	815	759	709	658	614	571	539	495	464	382	23	552		
24	928	890	834	777	727	677	627	583	552	508	477	395	24	577		
25	934	897	840	784	734	683	633	589	552	514	477	395	25	621		
26	947	915	853	790	740	690	640	596	564	520	489	401	26	677		
27	959	928	865	803	752	702	652	608	571	527	495	408				
28	966	934	872	809	759	709	652	608	577	533	495	408				
29	984	947	884	821	771	715	665	621	583	539	502	414				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	991	953	890	828	777	721	671	621	589	545	508	420				
31	1003	966	903	840	784	734	677	633	596	552	514	426				
32	1022	984	922	859	803	746	690	646	608	564	527	433				
33	1035	997	934	872	815	759	702	652	614	571	533	439				
34	1053	1016	947	878	821	765	709	665	627	577	539	445				
35	1066	1028	959	890	834	777	721	671	633	583	545	451				
36	1078	1041	972	903	846	790	727	683	640	596	552	458				
37	1097	1060	991	922	859	803	746	696	652	602	564	464				
38	1116	1072	1003	934	872	815	752	702	665	614	571	470				
39	1122	1078	1009	941	878	815	759	709	665	614	577	477				
40	1135	1091	1022	953	890	828	765	715	677	621	583	483				
41	1147	1110	1035	959	903	840	777	727	683	633	589	489				
42	1160	1122	1047	972	909	846	784	734	690	640	596	489				
43	1179	1135	1060	984	922	859	796	740	702	646	602	495				
44	1185	1141	1066	991	928	865	803	746	702	652	608	502				
45	1204	1160	1085	1009	947	878	815	759	715	665	621	508				
46	1216	1172	1097	1022	953	890	821	771	727	671	627	514				
47	1229	1185	1110	1035	966	897	834	777	734	677	633	520				
48	1248	1204	1122	1041	978	909	840	784	740	683	640	527				
49	1260	1216	1135	1053	984	922	853	796	746	690	646	533				
50	1273	1229	1147	1066	997	928	859	803	759	702	652	539				
51	1285	1241	1160	1078	1009	941	872	815	765	709	658	545				
52	1292	1248	1166	1085	1016	947	878	815	771	709	665	545				
53	1310	1260	1179	1097	1028	953	884	828	777	721	671	552				
54	1323	1273	1191	1110	1035	966	897	834	784	727	677	558				
55	1342	1298	1210	1122	1053	978	909	846	796	740	690	571				
56	1367	1317	1229	1141	1072	997	922	859	809	752	702	577				
57	1392	1342	1254	1166	1091	1016	941	878	828	765	715	589				
58	1436	1379	1292	1204	1122	1047	972	903	853	790	734	608				
59	1492	1436	1342	1248	1166	1085	1009	941	884	821	765	633				
60	1555	1499	1398	1298	1216	1135	1047	978	922	853	796	658				
61	1599	1542	1442	1342	1254	1166	1085	1009	953	878	821	677				
62	1636	1574	1473	1373	1279	1191	1104	1035	972	897	840	690				
63	1662	1605	1499	1392	1304	1216	1122	1047	991	915	853	702				
64	1699	1636	1530	1423	1329	1241	1147	1072	1009	934	872	721				
65	1731	1668	1561	1455	1361	1267	1172	1091	1028	953	890	734				
66	1781	1718	1605	1492	1398	1298	1204	1122	1060	978	915	752				
67	1850	1787	1668	1549	1448	1348	1254	1166	1104	1016	953	784				
68	1919	1850	1731	1611	1505	1404	1298	1210	1141	1053	984	815				
69	1988	1919	1793	1668	1561	1455	1348	1254	1185	1091	1022	840				
70	2063	1988	1856	1724	1618	1505	1392	1298	1223	1135	1060	872				
71	2132	2050	1919	1787	1668	1555	1442	1342	1267	1172	1091	903				
72	2201	2119	1981	1843	1724	1605	1486	1386	1310	1210	1129	934				
73	2270	2188	2044	1900	1781	1655	1536	1430	1348	1248	1166	959				
74	2339	2257	2107	1956	1831	1705	1580	1473	1392	1285	1204	991				
75	2408	2320	2169	2019	1887	1756	1630	1517	1430	1323	1235	1022				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 340

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	39	38	37	36	35	33	32	30	29	27	26	24	1	30	1	11
2	51	50	49	48	45	43	42	40	38	36	35	32	2	40	2	13
3	64	63	61	58	56	54	52	50	48	45	43	39	3	46	3	18
4	74	73	70	68	65	63	61	57	55	52	50	45	4	51	4	21
5	82	81	79	76	73	70	68	64	61	58	56	51	5	58	5	25
6	92	89	87	84	81	77	75	71	68	64	62	56	6	65	6	33
7	101	99	96	94	89	86	83	79	75	71	69	63	7	71	7	40
8	108	107	104	100	96	92	89	84	81	76	74	68	8	77	8	48
10	118	115	112	108	104	100	96	92	87	83	80	73	10	83	10	61
11	125	123	119	115	111	106	102	98	93	88	84	77	11	90	11	74
12	131	129	125	121	117	111	107	102	98	93	89	81	12	99	12	86
13	136	133	130	126	120	115	112	106	101	96	92	84	13	106	13	101
14	143	139	136	132	126	120	117	111	106	100	96	88	14	114	14	119
15	149	146	142	137	132	126	121	117	111	105	100	92	15	126	15	144
16	155	152	148	143	137	131	127	121	115	109	105	96	16	138	16	175
17	161	158	154	149	143	137	132	126	120	113	109	100	17	154	17	209
18	168	164	159	155	149	142	137	131	125	118	113	104	18	167	18	250
19	173	169	164	159	152	146	142	134	129	121	117	107	19	182	19	299
20	177	174	169	164	157	150	145	138	132	125	120	109	20	202	20	355
21	183	180	175	170	163	156	150	144	137	130	124	114	21	225	21	490
22	189	186	180	174	167	159	155	148	140	133	127	117	22	253		
23	195	192	186	180	173	165	159	152	145	137	132	120	23	284		
24	200	196	190	184	177	169	164	156	149	140	136	124	24	328		
25	206	202	196	190	182	175	169	161	154	145	139	127	25	405		
26	213	208	202	196	188	180	174	165	158	150	144	132	26	496		
27	219	214	208	202	194	186	180	171	163	155	148	136				
28	226	221	215	209	200	192	186	176	168	159	154	140				
29	233	230	223	215	207	198	192	182	174	164	158	145				
30	240	236	228	221	213	203	196	187	179	169	162	149				
31	248	243	236	228	219	209	202	193	183	175	168	154				
32	255	250	243	236	226	217	208	199	189	180	173	158				
33	263	257	250	243	232	223	215	205	195	184	177	163				
34	269	263	256	249	238	227	220	209	200	189	182	167				
35	275	270	262	253	244	233	225	214	205	194	186	170				
36	282	277	269	261	250	239	231	220	209	199	190	175				
37	293	287	278	270	259	248	239	228	218	206	198	181				
38	303	298	289	281	269	257	249	237	226	214	206	188				
39	314	308	299	289	277	265	257	245	233	221	212	194				
40	324	318	308	299	287	275	265	252	240	228	219	200				
41	334	328	319	309	296	284	274	262	249	236	226	207				
42	345	338	328	319	306	293	282	269	256	243	233	213				
43	355	349	338	327	314	301	290	277	264	250	240	220				
44	365	358	347	337	324	309	299	284	271	257	246	226				
45	375	368	357	346	332	318	307	293	278	264	253	232				
46	388	380	369	358	343	328	318	302	288	273	262	240				
47	400	393	381	369	355	339	327	312	298	282	270	248				
48	413	405	393	381	365	350	338	322	306	290	278	256				
49	425	417	405	393	376	361	347	332	315	300	287	263				
50	436	427	415	403	387	370	357	340	324	307	295	270				
51	449	440	427	414	397	381	368	350	333	317	303	277				
52	461	452	439	426	408	390	377	361	343	325	312	286				
53	472	463	450	437	419	400	387	369	351	333	319	293				
54	491	482	468	453	434	417	402	383	365	346	332	303				
55	515	505	490	476	456	437	421	402	382	363	349	319				
56	543	532	516	501	481	459	444	424	403	382	367	336				
57	572	562	545	528	507	486	469	447	425	403	387	355				

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TERRITORY 340

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	618	606	588	570	546	524	506	482	458	436	418	382				
59	684	671	652	633	607	581	560	534	508	483	463	424				
60	758	744	722	701	672	643	621	593	563	534	513	470				
61	828	813	789	765	734	702	678	647	615	584	560	513				
62	894	876	851	826	791	757	732	697	664	630	605	553				
63	959	941	914	887	850	814	785	750	713	676	649	594				
64	1025	1006	976	946	908	869	839	800	762	722	693	634				
65	1091	1070	1039	1008	966	925	894	852	810	769	738	675				
66	1190	1167	1133	1098	1053	1008	975	929	884	838	804	737				
67	1321	1296	1258	1220	1170	1120	1082	1032	981	931	893	818				
68	1452	1424	1383	1341	1286	1230	1189	1134	1078	1023	982	898				
69	1583	1553	1508	1463	1402	1342	1297	1236	1176	1116	1071	981				
70	1715	1681	1633	1584	1518	1453	1404	1339	1273	1208	1159	1061				
71	1846	1810	1758	1705	1635	1565	1511	1441	1371	1301	1248	1142				
72	1977	1939	1883	1827	1750	1676	1620	1543	1468	1393	1336	1223				
73	2107	2068	2008	1947	1867	1786	1727	1646	1566	1485	1426	1305				
74	2240	2197	2132	2068	1984	1898	1834	1748	1664	1578	1514	1386				
75	2370	2325	2257	2190	2099	2009	1941	1852	1761	1671	1603	1467				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	391	375	351	327	303	287	263	247	231	215	200	168	1	215	1	104
2	519	503	471	439	407	383	351	327	311	287	271	223	2	247	2	128
3	567	543	511	479	447	415	383	359	335	311	287	239	3	287	3	160
4	662	638	599	559	519	487	447	423	399	367	343	279	4	311	4	176
5	726	702	654	606	567	527	495	455	431	399	375	311	5	327	5	207
6	758	734	686	638	599	559	519	479	455	415	391	319	6	343	6	223
7	798	766	718	670	622	583	543	503	471	439	407	335	7	359	7	247
8	830	806	750	694	654	606	567	527	495	455	431	351	8	375	8	295
10	862	830	774	718	670	630	583	543	511	471	439	367	10	399	10	343
11	886	854	798	742	694	646	599	559	527	487	455	375	11	423	11	375
12	918	886	830	774	718	670	622	583	551	503	471	391	12	431	12	415
13	950	910	854	798	742	694	638	599	567	519	487	399	13	447	13	447
14	974	942	878	814	766	710	662	614	583	535	503	415	14	479	14	495
15	990	958	894	830	774	726	670	622	591	543	511	423	15	503	15	535
16	998	966	902	838	782	734	678	630	599	551	511	423	16	519	16	591
17	1021	982	918	854	798	742	686	646	606	559	527	431	17	543	17	622
18	1045	1005	942	878	822	766	710	662	622	575	535	439	18	567	18	678
19	1061	1021	958	894	830	774	718	670	630	583	543	447	19	599	19	718
20	1093	1053	982	910	854	798	734	686	646	599	559	463	20	614	20	766
21	1117	1077	1005	934	878	814	758	702	662	614	575	471	21	638	21	870
22	1133	1093	1021	950	886	830	766	718	670	622	583	479	22	678		
23	1149	1109	1037	966	902	838	782	726	686	630	591	487	23	702		
24	1181	1133	1061	990	926	862	798	742	702	646	606	503	24	734		
25	1189	1141	1069	998	934	870	806	750	702	654	606	503	25	790		
26	1205	1165	1085	1005	942	878	814	758	718	662	622	511	26	862		
27	1221	1181	1101	1021	958	894	830	774	726	670	630	519				
28	1229	1189	1109	1029	966	902	830	774	734	678	630	519				
29	1253	1205	1125	1045	982	910	846	790	742	686	638	527				

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TERRITORY 340

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1261	1213	1133	1053	990	918	854	790	750	694	646	535				
31	1277	1229	1149	1069	998	934	862	806	758	702	654	543				
32	1301	1253	1173	1093	1021	950	878	822	774	718	670	551				
33	1317	1269	1189	1109	1037	966	894	830	782	726	678	559				
34	1341	1293	1205	1117	1045	974	902	846	798	734	686	567				
35	1357	1309	1221	1133	1061	990	918	854	806	742	694	575				
36	1373	1325	1237	1149	1077	1005	926	870	814	758	702	583				
37	1397	1349	1261	1173	1093	1021	950	886	830	766	718	591				
38	1420	1365	1277	1189	1109	1037	958	894	846	782	726	599				
39	1428	1373	1285	1197	1117	1037	966	902	846	782	734	606				
40	1444	1389	1301	1213	1133	1053	974	910	862	790	742	614				
41	1460	1412	1317	1221	1149	1069	990	926	870	806	750	622				
42	1476	1428	1333	1237	1157	1077	998	934	878	814	758	622				
43	1500	1444	1349	1253	1173	1093	1013	942	894	822	766	630				
44	1508	1452	1357	1261	1181	1101	1021	950	894	830	774	638				
45	1532	1476	1381	1285	1205	1117	1037	966	910	846	790	646				
46	1548	1492	1397	1301	1213	1133	1045	982	926	854	798	654				
47	1564	1508	1412	1317	1229	1141	1061	990	934	862	806	662				
48	1588	1532	1428	1325	1245	1157	1069	998	942	870	814	670				
49	1604	1548	1444	1341	1253	1173	1085	1013	950	878	822	678				
50	1620	1564	1460	1357	1269	1181	1093	1021	966	894	830	686				
51	1636	1580	1476	1373	1285	1197	1109	1037	974	902	838	694				
52	1644	1588	1484	1381	1293	1205	1117	1037	982	902	846	694				
53	1668	1604	1500	1397	1309	1213	1125	1053	990	918	854	702				
54	1684	1620	1516	1412	1317	1229	1141	1061	998	926	862	710				
55	1708	1652	1540	1428	1341	1245	1157	1077	1013	942	878	726				
56	1740	1676	1564	1452	1365	1269	1173	1093	1029	958	894	734				
57	1772	1708	1596	1484	1389	1293	1197	1117	1053	974	910	750				
58	1827	1756	1644	1532	1428	1333	1237	1149	1085	1005	934	774				
59	1899	1827	1708	1588	1484	1381	1285	1197	1125	1045	974	806				
60	1979	1907	1780	1652	1548	1444	1333	1245	1173	1085	1013	838				
61	2035	1963	1835	1708	1596	1484	1381	1285	1213	1117	1045	862				
62	2083	2003	1875	1748	1628	1516	1404	1317	1237	1141	1069	878				
63	2115	2043	1907	1772	1660	1548	1428	1333	1261	1165	1085	894				
64	2163	2083	1947	1811	1692	1580	1460	1365	1285	1189	1109	918				
65	2202	2123	1987	1851	1732	1612	1492	1389	1309	1213	1133	934				
66	2266	2187	2043	1899	1780	1652	1532	1428	1349	1245	1165	958				
67	2354	2274	2123	1971	1843	1716	1596	1484	1404	1293	1213	998				
68	2442	2354	2202	2051	1915	1788	1652	1540	1452	1341	1253	1037				
69	2530	2442	2282	2123	1987	1851	1716	1596	1508	1389	1301	1069				
70	2625	2530	2362	2195	2059	1915	1772	1652	1556	1444	1349	1109				
71	2713	2609	2442	2274	2123	1979	1835	1708	1612	1492	1389	1149				
72	2801	2697	2522	2346	2195	2043	1891	1764	1668	1540	1436	1189				
73	2889	2785	2601	2418	2266	2107	1955	1819	1716	1588	1484	1221				
74	2977	2873	2681	2490	2330	2171	2011	1875	1772	1636	1532	1261				
75	3064	2953	2761	2570	2402	2234	2075	1931	1819	1684	1572	1301				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 350

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	34	33	32	31	30	29	28	26	25	24	23	21	1	26	1	9
2	45	44	43	42	40	37	36	35	33	31	30	28	2	35	2	11
3	56	55	53	51	49	47	46	44	42	40	37	34	3	41	3	16
4	64	63	61	59	57	55	53	50	48	46	44	40	4	45	4	19
5	72	71	69	67	63	61	59	56	53	51	49	45	5	51	5	22
6	80	78	76	74	71	68	66	62	59	56	54	49	6	57	6	29
7	88	86	84	82	78	75	73	69	66	62	60	55	7	62	7	35
8	95	94	90	87	84	80	78	74	71	67	64	59	8	68	8	42
10	103	101	98	95	90	87	84	80	76	73	70	63	10	73	10	53
11	109	107	104	101	97	93	89	85	81	77	74	68	11	79	11	64
12	114	112	109	106	102	97	94	89	85	81	78	71	12	86	12	75
13	119	116	113	110	105	101	98	93	88	84	80	74	13	93	13	88
14	125	122	119	115	110	105	102	97	93	87	84	77	14	100	14	104
15	130	128	124	120	115	110	106	102	97	92	87	80	15	110	15	126
16	135	133	129	125	120	114	111	106	101	96	92	84	16	121	16	153
17	140	138	134	130	125	120	115	110	105	99	96	87	17	134	17	183
18	147	144	139	135	130	124	120	114	109	103	99	90	18	146	18	218
19	151	148	144	139	133	128	124	118	112	106	102	94	19	159	19	261
20	155	152	148	144	137	131	127	121	115	109	105	96	20	177	20	310
21	160	157	153	149	142	136	131	126	120	113	108	100	21	197	21	428
22	165	162	157	152	146	139	135	129	123	116	111	102	22	222		
23	171	167	162	157	151	145	139	133	127	120	115	105	23	249		
24	175	172	166	161	155	148	144	136	130	123	119	108	24	287		
25	180	177	172	166	159	153	148	140	134	127	122	111	25	354		
26	186	182	177	172	164	157	152	145	138	131	126	115	26	434		
27	191	187	182	177	170	162	157	150	142	135	129	119				
28	198	193	188	183	175	167	162	154	147	139	134	123				
29	204	201	194	188	181	173	167	159	152	144	138	127				
30	210	206	200	193	186	178	172	163	156	148	141	130				
31	216	212	206	200	191	183	177	168	160	153	147	134				
32	223	218	212	206	198	189	182	174	165	157	151	138				
33	230	225	218	212	203	194	188	179	171	161	155	142				
34	235	230	224	217	208	199	192	183	175	165	159	146				
35	240	236	229	222	213	204	197	187	179	170	162	149				
36	246	242	235	228	218	209	202	192	183	174	166	153				
37	256	251	243	236	227	216	209	200	190	180	173	158				
38	265	260	253	245	235	225	217	207	198	187	180	164				
39	275	269	261	253	242	232	225	214	204	193	185	170				
40	283	278	269	261	251	240	232	220	210	200	191	175				
41	292	287	279	270	259	249	239	229	217	206	198	181				
42	302	295	287	279	267	256	246	235	224	212	204	186				
43	310	305	295	286	275	263	254	242	231	218	210	192				
44	319	313	304	294	283	270	261	249	237	225	215	198				
45	328	321	312	303	290	278	268	256	243	231	222	203				
46	339	332	322	313	300	287	278	264	252	238	229	210				
47	349	343	333	322	310	296	286	272	260	246	236	216				
48	361	354	343	333	319	306	295	282	267	254	243	224				
49	371	364	354	343	329	315	304	290	276	262	251	230				
50	381	373	363	353	338	323	312	297	283	268	258	236				
51	392	385	373	362	347	333	321	306	291	277	265	242				
52	402	395	384	372	357	341	330	315	300	284	272	250				
53	413	405	393	382	366	349	338	322	307	291	279	256				
54	430	421	409	396	380	364	352	335	319	303	290	265				
55	450	441	428	416	398	382	368	352	334	317	305	279				
56	474	465	451	438	420	401	388	370	353	334	320	293				
57	500	491	476	462	443	424	410	391	371	353	338	310				

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TERRITORY 350

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	540	529	514	498	477	458	442	421	400	381	365	334				
59	598	587	570	553	530	508	490	467	444	422	405	370				
60	662	650	631	613	588	562	543	518	492	467	448	411				
61	724	710	690	669	642	614	593	566	538	511	490	448				
62	781	765	744	722	692	661	640	609	580	550	528	484				
63	838	823	799	775	743	711	686	655	623	591	567	519				
64	895	879	853	827	794	759	733	699	666	631	605	554				
65	954	935	908	881	844	808	781	745	708	672	645	590				
66	1040	1020	990	960	920	881	852	812	773	732	703	644				
67	1154	1133	1099	1066	1022	979	945	902	857	813	780	714				
68	1269	1245	1208	1172	1124	1075	1039	991	942	894	858	785				
69	1383	1357	1318	1278	1225	1173	1134	1081	1028	976	936	857				
70	1499	1470	1427	1384	1327	1270	1227	1170	1113	1056	1013	928				
71	1613	1582	1536	1490	1429	1368	1321	1259	1198	1137	1091	998				
72	1727	1694	1645	1596	1530	1464	1415	1349	1283	1218	1168	1069				
73	1842	1808	1754	1701	1632	1561	1509	1438	1369	1298	1246	1141				
74	1957	1920	1864	1808	1734	1659	1603	1528	1454	1379	1323	1212				
75	2072	2032	1973	1914	1835	1756	1696	1618	1539	1460	1401	1282				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	301	289	271	252	234	221	203	191	178	166	154	129	1	166	1	80
2	400	387	363	338	314	295	271	252	240	221	209	172	2	191	2	98
3	437	418	394	369	344	320	295	277	258	240	221	185	3	221	3	123
4	510	492	461	431	400	375	344	326	308	283	264	215	4	240	4	135
5	560	541	504	467	437	406	381	351	332	308	289	240	5	252	5	160
6	584	566	529	492	461	431	400	369	351	320	301	246	6	264	6	172
7	615	590	554	517	480	449	418	387	363	338	314	258	7	277	7	191
8	640	621	578	535	504	467	437	406	381	351	332	271	8	289	8	228
10	664	640	597	554	517	486	449	418	394	363	338	283	10	308	10	264
11	683	658	615	572	535	498	461	431	406	375	351	289	11	326	11	289
12	707	683	640	597	554	517	480	449	424	387	363	301	12	332	12	320
13	732	701	658	615	572	535	492	461	437	400	375	308	13	344	13	344
14	750	726	677	627	590	547	510	474	449	412	387	320	14	369	14	381
15	763	738	689	640	597	560	517	480	455	418	394	326	15	387	15	412
16	769	744	695	646	603	566	523	486	461	424	394	326	16	400	16	455
17	787	756	707	658	615	572	529	498	467	431	406	332	17	418	17	480
18	806	775	726	677	633	590	547	510	480	443	412	338	18	437	18	523
19	818	787	738	689	640	597	554	517	486	449	418	344	19	461	19	554
20	843	812	756	701	658	615	566	529	498	461	431	357	20	474	20	590
21	861	830	775	720	677	627	584	541	510	474	443	363	21	492	21	670
22	873	843	787	732	683	640	590	554	517	480	449	369	22	523		
23	886	855	800	744	695	646	603	560	529	486	455	375	23	541		
24	910	873	818	763	713	664	615	572	541	498	467	387	24	566		
25	916	879	824	769	720	670	621	578	541	504	467	387	25	609		
26	929	898	836	775	726	677	627	584	554	510	480	394	26	664		
27	941	910	849	787	738	689	640	597	560	517	486	400				
28	947	916	855	793	744	695	640	597	566	523	486	400				
29	966	929	867	806	756	701	652	609	572	529	492	406				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	972	935	873	812	763	707	658	609	578	535	498	412				
31	984	947	886	824	769	720	664	621	584	541	504	418				
32	1002	966	904	843	787	732	677	633	597	554	517	424				
33	1015	978	916	855	800	744	689	640	603	560	523	431				
34	1033	996	929	861	806	750	695	652	615	566	529	437				
35	1046	1009	941	873	818	763	707	658	621	572	535	443				
36	1058	1021	953	886	830	775	713	670	627	584	541	449				
37	1076	1039	972	904	843	787	732	683	640	590	554	455				
38	1095	1052	984	916	855	800	738	689	652	603	560	461				
39	1101	1058	990	923	861	800	744	695	652	603	566	467				
40	1113	1070	1002	935	873	812	750	701	664	609	572	474				
41	1125	1089	1015	941	886	824	763	713	670	621	578	480				
42	1138	1101	1027	953	892	830	769	720	677	627	584	480				
43	1156	1113	1039	966	904	843	781	726	689	633	590	486				
44	1162	1119	1046	972	910	849	787	732	689	640	597	492				
45	1181	1138	1064	990	929	861	800	744	701	652	609	498				
46	1193	1150	1076	1002	935	873	806	756	713	658	615	504				
47	1205	1162	1089	1015	947	879	818	763	720	664	621	510				
48	1224	1181	1101	1021	959	892	824	769	726	670	627	517				
49	1236	1193	1113	1033	966	904	836	781	732	677	633	523				
50	1248	1205	1125	1046	978	910	843	787	744	689	640	529				
51	1261	1218	1138	1058	990	923	855	800	750	695	646	535				
52	1267	1224	1144	1064	996	929	861	800	756	695	652	535				
53	1285	1236	1156	1076	1009	935	867	812	763	707	658	541				
54	1298	1248	1169	1089	1015	947	879	818	769	713	664	547				
55	1316	1273	1187	1101	1033	959	892	830	781	726	677	560				
56	1341	1292	1205	1119	1052	978	904	843	793	738	689	566				
57	1365	1316	1230	1144	1070	996	923	861	812	750	701	578				
58	1408	1353	1267	1181	1101	1027	953	886	836	775	720	597				
59	1464	1408	1316	1224	1144	1064	990	923	867	806	750	621				
60	1525	1470	1371	1273	1193	1113	1027	959	904	836	781	646				
61	1568	1513	1415	1316	1230	1144	1064	990	935	861	806	664				
62	1605	1544	1445	1347	1255	1169	1082	1015	953	879	824	677				
63	1630	1574	1470	1365	1279	1193	1101	1027	972	898	836	689				
64	1667	1605	1501	1396	1304	1218	1125	1052	990	916	855	707				
65	1697	1636	1531	1427	1335	1242	1150	1070	1009	935	873	720				
66	1747	1685	1574	1464	1371	1273	1181	1101	1039	959	898	738				
67	1814	1753	1636	1519	1421	1322	1230	1144	1082	996	935	769				
68	1882	1814	1697	1581	1476	1378	1273	1187	1119	1033	966	800				
69	1950	1882	1759	1636	1531	1427	1322	1230	1162	1070	1002	824				
70	2023	1950	1820	1691	1587	1476	1365	1273	1199	1113	1039	855				
71	2091	2011	1882	1753	1636	1525	1415	1316	1242	1150	1070	886				
72	2159	2079	1943	1808	1691	1574	1458	1359	1285	1187	1107	916				
73	2226	2146	2005	1863	1747	1624	1507	1402	1322	1224	1144	941				
74	2294	2214	2066	1919	1796	1673	1550	1445	1365	1261	1181	972				
75	2362	2276	2128	1980	1851	1722	1599	1488	1402	1298	1212	1002				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (c)	1990-2010	Symbol (c)	1989 & Prior
1	38	37	36	35	33	32	31	29	28	26	25	23	1	29	1	10
2	49	48	47	46	44	41	40	39	37	35	33	31	2	39	2	13
3	62	61	59	56	54	52	51	48	46	44	41	38	3	45	3	17
4	71	70	68	66	63	61	59	55	53	51	48	44	4	49	4	21
5	79	78	76	74	70	68	66	62	59	56	54	49	5	56	5	24
6	89	86	84	82	78	75	72	69	66	62	60	54	6	63	6	32
7	98	95	93	91	86	83	81	76	72	69	67	61	7	69	7	39
8	105	104	100	97	93	89	86	82	78	74	71	66	8	75	8	46
10	114	112	108	105	100	97	93	89	84	81	77	70	10	81	10	59
11	121	118	115	112	107	102	99	94	90	85	82	75	11	87	11	71
12	127	124	121	117	113	107	104	99	94	90	86	78	12	95	12	83
13	131	129	125	122	116	112	108	102	98	93	89	82	13	102	13	98
14	138	135	131	128	122	116	113	107	102	97	93	85	14	110	14	115
15	144	141	137	132	128	122	117	113	107	101	97	89	15	122	15	139
16	150	147	143	138	132	127	123	117	112	106	101	93	16	133	16	169
17	155	153	148	144	138	132	128	122	116	109	106	97	17	148	17	202
18	162	159	154	150	144	137	132	127	121	114	109	100	18	161	18	242
19	167	163	159	154	147	141	137	130	124	117	113	104	19	176	19	289
20	171	168	163	159	152	145	140	133	128	121	116	106	20	196	20	343
21	177	174	169	164	158	151	145	139	132	125	120	110	21	217	21	474
22	183	179	174	168	161	154	150	143	136	129	123	113	22	245		
23	189	185	179	174	167	160	154	147	140	132	128	116	23	275		
24	193	190	184	178	171	163	159	151	144	136	131	120	24	317		
25	199	196	190	184	176	169	163	155	148	140	135	123	25	391		
26	206	201	196	190	182	174	168	160	153	145	139	128	26	480		
27	212	207	201	196	187	179	174	166	158	150	143	131				
28	219	214	208	202	193	185	179	170	162	154	148	136				
29	225	222	215	208	200	191	185	176	168	159	153	140				
30	232	228	221	214	206	197	190	181	173	163	156	144				
31	239	235	228	221	212	202	196	186	177	169	162	148				
32	246	242	235	228	219	209	201	192	183	174	167	153				
33	254	248	242	235	224	215	208	198	189	178	171	158				
34	260	254	247	240	230	220	213	202	193	183	176	161				
35	266	261	253	245	236	225	217	207	198	187	179	164				
36	273	268	260	252	242	231	223	213	202	192	184	169				
37	283	277	269	261	251	239	231	221	210	199	191	175				
38	293	288	279	271	260	248	240	229	219	207	199	182				
39	304	298	289	279	268	256	248	237	225	214	205	187				
40	313	307	298	289	277	266	256	244	232	221	212	193				
41	323	317	308	299	286	275	265	253	240	228	219	200				
42	334	327	317	308	296	283	273	260	247	235	225	206				
43	343	337	327	316	304	291	281	268	255	242	232	213				
44	353	346	336	325	313	299	289	275	262	248	238	219				
45	362	355	345	335	321	307	297	283	269	255	245	224				
46	375	367	357	346	331	317	307	292	278	263	253	232				
47	386	380	368	357	343	328	316	301	288	273	261	239				
48	399	391	380	368	353	338	327	312	296	281	269	247				
49	411	403	391	380	363	348	336	321	305	290	277	254				
50	421	413	401	390	374	358	345	329	313	297	285	261				
51	434	426	413	400	384	368	355	338	322	306	293	268				
52	445	437	424	412	394	377	365	348	331	314	301	276				
53	457	447	435	422	405	386	374	357	339	322	308	283				
54	475	466	452	438	420	403	389	370	353	335	321	293				
55	498	488	474	460	440	422	407	389	369	351	337	308				
56	524	514	499	484	465	444	429	409	390	369	354	324				
57	553	543	527	511	490	469	453	432	411	390	374	343				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	597	585	568	551	528	506	489	466	443	421	404	369				
59	661	649	630	612	587	561	542	516	491	467	447	409				
60	733	719	698	677	650	621	600	573	544	516	496	454				
61	800	785	762	739	710	679	656	626	595	565	542	496				
62	864	846	822	798	765	731	707	674	642	608	584	535				
63	927	910	883	857	821	787	759	725	689	653	627	574				
64	990	972	943	914	877	840	811	773	736	698	669	613				
65	1055	1034	1004	974	934	894	864	823	783	743	713	652				
66	1150	1128	1095	1061	1018	974	942	898	854	810	777	712				
67	1277	1252	1216	1179	1130	1082	1045	997	948	899	863	790				
68	1403	1377	1336	1296	1243	1189	1149	1096	1042	989	949	868				
69	1530	1501	1457	1413	1355	1297	1254	1195	1136	1079	1035	948				
70	1657	1625	1578	1531	1467	1404	1357	1294	1231	1167	1120	1026				
71	1784	1749	1699	1648	1580	1512	1461	1393	1325	1257	1206	1104				
72	1910	1873	1819	1765	1692	1619	1565	1492	1419	1347	1291	1182				
73	2037	1999	1940	1881	1804	1726	1669	1590	1513	1435	1378	1262				
74	2164	2123	2061	1999	1917	1834	1772	1689	1608	1525	1463	1340				
75	2291	2247	2182	2116	2029	1941	1876	1789	1702	1615	1549	1418				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	320	307	287	268	248	235	215	202	189	176	163	137	1	176	1	85
2	424	411	385	359	333	313	287	268	255	235	222	183	2	202	2	104
3	464	444	418	392	366	340	313	294	274	255	235	196	3	235	3	131
4	542	522	490	457	424	398	366	346	327	300	281	229	4	255	4	144
5	594	575	535	496	464	431	405	372	353	327	307	255	5	268	5	170
6	620	601	562	522	490	457	424	392	372	340	320	261	6	281	6	183
7	653	627	588	549	509	477	444	411	385	359	333	274	7	294	7	202
8	679	660	614	568	535	496	464	431	405	372	353	287	8	307	8	242
10	705	679	633	588	549	516	477	444	418	385	359	300	10	327	10	281
11	725	699	653	607	568	529	490	457	431	398	372	307	11	346	11	307
12	751	725	679	633	588	549	509	477	451	411	385	320	12	353	12	340
13	777	744	699	653	607	568	522	490	464	424	398	327	13	366	13	366
14	797	771	718	666	627	581	542	503	477	438	411	340	14	392	14	405
15	810	784	731	679	633	594	549	509	483	444	418	346	15	411	15	438
16	816	790	738	686	640	601	555	516	490	451	418	346	16	424	16	483
17	836	803	751	699	653	607	562	529	496	457	431	353	17	444	17	509
18	855	823	771	718	673	627	581	542	509	470	438	359	18	464	18	555
19	868	836	784	731	679	633	588	549	516	477	444	366	19	490	19	588
20	895	862	803	744	699	653	601	562	529	490	457	379	20	503	20	627
21	914	882	823	764	718	666	620	575	542	503	470	385	21	522	21	712
22	927	895	836	777	725	679	627	588	549	509	477	392	22	555		
23	940	908	849	790	738	686	640	594	562	516	483	398	23	575		
24	966	927	868	810	757	705	653	607	575	529	496	411	24	601		
25	973	934	875	816	764	712	660	614	575	535	496	411	25	646		
26	986	953	888	823	771	718	666	620	588	542	509	418	26	705		
27	999	966	901	836	784	731	679	633	594	549	516	424				
28	1006	973	908	842	790	738	679	633	601	555	516	424				
29	1025	986	921	855	803	744	692	646	607	562	522	431				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1032	993	927	862	810	751	699	646	614	568	529	438				
31	1045	1006	940	875	816	764	705	660	620	575	535	444				
32	1064	1025	960	895	836	777	718	673	633	588	549	451				
33	1077	1038	973	908	849	790	731	679	640	594	555	457				
34	1097	1058	986	914	855	797	738	692	653	601	562	464				
35	1110	1071	999	927	868	810	751	699	660	607	568	470				
36	1123	1084	1012	940	882	823	757	712	666	620	575	477				
37	1143	1104	1032	960	895	836	777	725	679	627	588	483				
38	1162	1117	1045	973	908	849	784	731	692	640	594	490				
39	1169	1123	1051	980	914	849	790	738	692	640	601	496				
40	1182	1136	1064	993	927	862	797	744	705	646	607	503				
41	1195	1156	1077	999	940	875	810	757	712	660	614	509				
42	1208	1169	1091	1012	947	882	816	764	718	666	620	509				
43	1228	1182	1104	1025	960	895	829	771	731	673	627	516				
44	1234	1188	1110	1032	966	901	836	777	731	679	633	522				
45	1254	1208	1130	1051	986	914	849	790	744	692	646	529				
46	1267	1221	1143	1064	993	927	855	803	757	699	653	535				
47	1280	1234	1156	1077	1006	934	868	810	764	705	660	542				
48	1299	1254	1169	1084	1019	947	875	816	771	712	666	549				
49	1313	1267	1182	1097	1025	960	888	829	777	718	673	555				
50	1326	1280	1195	1110	1038	966	895	836	790	731	679	562				
51	1339	1293	1208	1123	1051	980	908	849	797	738	686	568				
52	1345	1299	1215	1130	1058	986	914	849	803	738	692	568				
53	1365	1313	1228	1143	1071	993	921	862	810	751	699	575				
54	1378	1326	1241	1156	1077	1006	934	868	816	757	705	581				
55	1397	1352	1260	1169	1097	1019	947	882	829	771	718	594				
56	1424	1371	1280	1188	1117	1038	960	895	842	784	731	601				
57	1450	1397	1306	1215	1136	1058	980	914	862	797	744	614				
58	1495	1437	1345	1254	1169	1091	1012	940	888	823	764	633				
59	1554	1495	1397	1299	1215	1130	1051	980	921	855	797	660				
60	1619	1561	1456	1352	1267	1182	1091	1019	960	888	829	686				
61	1665	1606	1502	1397	1306	1215	1130	1051	993	914	855	705				
62	1704	1639	1535	1430	1332	1241	1149	1077	1012	934	875	718				
63	1730	1672	1561	1450	1358	1267	1169	1091	1032	953	888	731				
64	1770	1704	1593	1482	1384	1293	1195	1117	1051	973	908	751				
65	1802	1737	1626	1515	1417	1319	1221	1136	1071	993	927	764				
66	1855	1789	1672	1554	1456	1352	1254	1169	1104	1019	953	784				
67	1926	1861	1737	1613	1508	1404	1306	1215	1149	1058	993	816				
68	1998	1926	1802	1678	1567	1463	1352	1260	1188	1097	1025	849				
69	2070	1998	1868	1737	1626	1515	1404	1306	1234	1136	1064	875				
70	2148	2070	1933	1796	1685	1567	1450	1352	1273	1182	1104	908				
71	2220	2135	1998	1861	1737	1619	1502	1397	1319	1221	1136	940				
72	2292	2207	2063	1920	1796	1672	1548	1443	1365	1260	1175	973				
73	2364	2279	2129	1979	1855	1724	1600	1489	1404	1299	1215	999				
74	2436	2351	2194	2037	1907	1776	1646	1535	1450	1339	1254	1032				
75	2508	2416	2259	2103	1966	1828	1698	1580	1489	1378	1286	1064				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 370

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	35	34	33	32	31	30	29	27	25	24	23	21	1	27	1	10
2	46	45	43	42	40	38	37	36	34	32	31	29	2	36	2	12
3	57	56	54	52	50	48	47	45	42	40	38	35	3	41	3	16
4	66	65	63	60	58	56	54	51	49	47	45	40	4	46	4	19
5	73	72	70	68	65	63	60	57	54	52	50	46	5	52	5	22
6	82	80	77	75	72	69	67	64	60	57	55	50	6	58	6	30
7	90	88	86	84	80	76	74	70	67	64	61	56	7	64	7	36
8	96	95	92	89	86	82	80	75	72	68	66	60	8	69	8	42
10	105	103	100	96	92	89	86	82	77	74	71	65	10	74	10	54
11	111	109	106	103	99	94	91	87	83	78	75	69	11	81	11	66
12	117	114	111	108	104	99	95	91	87	83	80	72	12	88	12	76
13	121	119	116	112	107	103	100	94	90	86	82	75	13	94	13	90
14	127	124	121	118	112	107	104	99	94	89	86	78	14	102	14	106
15	133	130	126	122	118	112	108	104	99	93	89	82	15	112	15	128
16	138	136	131	127	122	117	113	108	103	98	93	86	16	123	16	156
17	143	141	137	133	127	122	118	112	107	101	98	89	17	137	17	187
18	149	146	142	138	133	126	122	117	111	105	101	92	18	148	18	223
19	154	151	146	142	136	130	126	120	114	108	104	95	19	162	19	266
20	158	155	151	146	140	134	129	123	118	111	107	98	20	180	20	316
21	163	160	156	152	145	139	134	128	122	116	110	102	21	200	21	437
22	169	165	160	155	148	142	138	131	125	119	113	104	22	226		
23	174	171	165	160	154	147	142	136	129	122	118	107	23	253		
24	178	175	170	164	158	151	146	139	133	125	121	110	24	293		
25	183	180	175	170	162	156	151	143	137	129	124	113	25	360		
26	190	186	180	175	167	160	155	147	141	134	128	118	26	442		
27	195	191	186	180	173	165	160	153	145	138	131	121				
28	201	197	192	187	178	171	165	157	149	142	137	125				
29	208	205	198	192	184	176	171	162	155	146	141	129				
30	214	210	204	197	190	181	175	166	159	151	144	133				
31	220	216	210	204	195	187	180	172	163	156	149	137				
32	227	223	216	210	201	193	186	177	169	160	154	141				
33	234	229	223	216	207	198	192	182	174	164	158	145				
34	240	234	228	222	212	202	196	187	178	169	162	148				
35	245	241	233	226	217	208	200	191	182	173	165	152				
36	251	247	240	232	223	213	206	196	187	177	170	156				
37	261	255	248	241	231	220	213	204	194	183	176	161				
38	270	265	258	250	240	229	222	211	201	191	183	167				
39	280	275	266	258	247	236	229	218	208	197	189	173				
40	288	283	275	266	255	245	236	225	214	204	195	178				
41	298	293	284	276	264	253	244	233	222	210	201	184				
42	307	301	293	284	272	261	251	240	228	216	208	190				
43	316	311	301	292	280	268	259	247	235	223	214	196				
44	325	319	310	300	288	276	266	253	242	229	219	201				
45	334	328	318	308	296	283	273	261	248	235	226	207				
46	346	338	329	319	305	293	283	269	257	243	233	214				
47	356	350	339	329	316	302	292	278	265	251	241	220				
48	368	360	350	339	325	312	301	287	272	259	248	228				
49	378	371	360	350	335	321	310	296	281	267	255	234				
50	388	381	370	359	345	330	318	303	288	273	263	241				
51	400	392	381	369	354	339	328	312	297	282	270	247				
52	410	403	391	379	364	348	336	321	305	289	278	254				
53	421	412	401	389	373	356	345	329	313	297	284	261				
54	438	429	417	404	387	371	358	341	325	308	296	270				
55	459	449	437	424	406	389	375	358	340	323	311	284				
56	483	474	460	446	428	409	395	377	359	340	326	299				
57	510	500	485	471	452	432	418	399	378	359	345	316				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	550	540	524	508	487	466	451	429	408	388	372	340				
59	610	598	581	564	541	517	499	476	453	430	412	377				
60	675	663	643	624	599	572	553	528	501	476	457	419				
61	738	724	703	682	654	625	604	577	548	520	499	457				
62	796	780	758	736	705	674	652	621	591	561	538	493				
63	854	838	814	790	757	725	700	668	635	602	578	529				
64	913	896	869	843	809	774	747	712	678	643	617	565				
65	972	953	925	898	861	824	796	759	722	685	657	601				
66	1060	1040	1009	978	938	898	868	828	788	746	717	656				
67	1177	1154	1120	1087	1042	997	964	919	873	829	795	728				
68	1293	1269	1232	1195	1146	1096	1059	1010	960	912	875	800				
69	1410	1383	1343	1303	1249	1196	1155	1101	1047	994	954	873				
70	1527	1498	1454	1411	1353	1294	1251	1193	1134	1076	1032	946				
71	1644	1612	1566	1519	1456	1394	1346	1284	1221	1159	1112	1018				
72	1761	1727	1677	1627	1559	1492	1443	1375	1308	1241	1190	1090				
73	1877	1842	1788	1734	1663	1591	1538	1466	1395	1323	1270	1163				
74	1995	1957	1900	1842	1767	1691	1633	1557	1482	1406	1348	1235				
75	2112	2071	2011	1950	1870	1789	1729	1649	1569	1488	1428	1307				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	347	333	312	290	269	255	234	219	205	191	177	149	1	191	1	92
2	460	446	418	389	361	340	312	290	276	255	241	198	2	219	2	113
3	503	481	453	425	396	368	340	319	297	276	255	212	3	255	3	142
4	588	566	531	496	460	432	396	375	354	326	304	248	4	276	4	156
5	644	623	581	538	503	467	439	404	382	354	333	276	5	290	5	184
6	673	651	609	566	531	496	460	425	404	368	347	283	6	304	6	198
7	708	680	637	595	552	517	481	446	418	389	361	297	7	319	7	219
8	736	715	666	616	581	538	503	467	439	404	382	312	8	333	8	262
10	765	736	687	637	595	559	517	481	453	418	389	326	10	354	10	304
11	786	758	708	658	616	573	531	496	467	432	404	333	11	375	11	333
12	814	786	736	687	637	595	552	517	489	446	418	347	12	382	12	368
13	843	807	758	708	658	616	566	531	503	460	432	354	13	396	13	396
14	864	835	779	722	680	630	588	545	517	474	446	368	14	425	14	439
15	878	850	793	736	687	644	595	552	524	481	453	375	15	446	15	474
16	885	857	800	743	694	651	602	559	531	489	453	375	16	460	16	524
17	906	871	814	758	708	658	609	573	538	496	467	382	17	481	17	552
18	927	892	835	779	729	680	630	588	552	510	474	389	18	503	18	602
19	942	906	850	793	736	687	637	595	559	517	481	396	19	531	19	637
20	970	935	871	807	758	708	651	609	573	531	496	411	20	545	20	680
21	991	956	892	828	779	722	673	623	588	545	510	418	21	566	21	772
22	1005	970	906	843	786	736	680	637	595	552	517	425	22	602		
23	1020	984	920	857	800	743	694	644	609	559	524	432	23	623		
24	1048	1005	942	878	821	765	708	658	623	573	538	446	24	651		
25	1055	1012	949	885	828	772	715	666	623	581	538	446	25	701		
26	1069	1034	963	892	835	779	722	673	637	588	552	453	26	765		
27	1083	1048	977	906	850	793	736	687	644	595	559	460				
28	1090	1055	984	913	857	800	736	687	651	602	559	460				
29	1112	1069	998	927	871	807	750	701	658	609	566	467				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1119	1076	1005	935	878	814	758	701	666	616	573	474				
31	1133	1090	1020	949	885	828	765	715	673	623	581	481				
32	1154	1112	1041	970	906	843	779	729	687	637	595	489				
33	1168	1126	1055	984	920	857	793	736	694	644	602	496				
34	1189	1147	1069	991	927	864	800	750	708	651	609	503				
35	1204	1161	1083	1005	942	878	814	758	715	658	616	510				
36	1218	1175	1097	1020	956	892	821	772	722	673	623	517				
37	1239	1197	1119	1041	970	906	843	786	736	680	637	524				
38	1260	1211	1133	1055	984	920	850	793	750	694	644	531				
39	1267	1218	1140	1062	991	920	857	800	750	694	651	538				
40	1281	1232	1154	1076	1005	935	864	807	765	701	658	545				
41	1296	1253	1168	1083	1020	949	878	821	772	715	666	552				
42	1310	1267	1182	1097	1027	956	885	828	779	722	673	552				
43	1331	1281	1197	1112	1041	970	899	835	793	729	680	559				
44	1338	1289	1204	1119	1048	977	906	843	793	736	687	566				
45	1359	1310	1225	1140	1069	991	920	857	807	750	701	573				
46	1374	1324	1239	1154	1076	1005	927	871	821	758	708	581				
47	1388	1338	1253	1168	1090	1012	942	878	828	765	715	588				
48	1409	1359	1267	1175	1104	1027	949	885	835	772	722	595				
49	1423	1374	1281	1189	1112	1041	963	899	843	779	729	602				
50	1437	1388	1296	1204	1126	1048	970	906	857	793	736	609				
51	1451	1402	1310	1218	1140	1062	984	920	864	800	743	616				
52	1458	1409	1317	1225	1147	1069	991	920	871	800	750	616				
53	1480	1423	1331	1239	1161	1076	998	935	878	814	758	623				
54	1494	1437	1345	1253	1168	1090	1012	942	885	821	765	630				
55	1515	1466	1366	1267	1189	1104	1027	956	899	835	779	644				
56	1543	1487	1388	1289	1211	1126	1041	970	913	850	793	651				
57	1572	1515	1416	1317	1232	1147	1062	991	935	864	807	666				
58	1621	1558	1458	1359	1267	1182	1097	1020	963	892	828	687				
59	1685	1621	1515	1409	1317	1225	1140	1062	998	927	864	715				
60	1756	1692	1579	1466	1374	1281	1182	1104	1041	963	899	743				
61	1805	1742	1628	1515	1416	1317	1225	1140	1076	991	927	765				
62	1848	1777	1664	1551	1444	1345	1246	1168	1097	1012	949	779				
63	1876	1812	1692	1572	1473	1374	1267	1182	1119	1034	963	793				
64	1919	1848	1728	1607	1501	1402	1296	1211	1140	1055	984	814				
65	1954	1883	1763	1643	1536	1430	1324	1232	1161	1076	1005	828				
66	2011	1940	1812	1685	1579	1466	1359	1267	1197	1104	1034	850				
67	2089	2018	1883	1749	1635	1522	1416	1317	1246	1147	1076	885				
68	2166	2089	1954	1820	1699	1586	1466	1366	1289	1189	1112	920				
69	2244	2166	2025	1883	1763	1643	1522	1416	1338	1232	1154	949				
70	2329	2244	2096	1947	1827	1699	1572	1466	1381	1281	1197	984				
71	2407	2315	2166	2018	1883	1756	1628	1515	1430	1324	1232	1020				
72	2485	2393	2237	2082	1947	1812	1678	1565	1480	1366	1274	1055				
73	2563	2471	2308	2145	2011	1869	1735	1614	1522	1409	1317	1083				
74	2641	2549	2379	2209	2067	1926	1784	1664	1572	1451	1359	1119				
75	2719	2620	2450	2280	2131	1982	1841	1713	1614	1494	1395	1154				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 380

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	51	49	48	46	45	43	42	39	37	35	34	31	1	39	1	14
2	66	65	63	62	59	55	54	52	49	46	45	42	2	52	2	17
3	83	82	79	75	72	69	68	65	62	59	55	51	3	60	3	23
4	95	94	91	88	85	82	79	74	71	68	65	59	4	66	4	28
5	106	105	102	99	94	91	88	83	79	75	72	66	5	75	5	32
6	119	116	112	109	105	100	97	92	88	83	80	72	6	85	6	43
7	131	128	125	122	116	111	108	102	97	92	89	82	7	92	7	52
8	140	139	134	129	125	119	116	109	105	99	95	88	8	100	8	62
10	152	149	145	140	134	129	125	119	112	108	103	94	10	108	10	79
11	162	159	154	149	143	137	132	126	120	114	109	100	11	117	11	95
12	169	166	162	157	151	143	139	132	126	120	116	105	12	128	12	111
13	176	172	168	163	156	149	145	137	131	125	119	109	13	137	13	131
14	185	180	176	171	163	156	151	143	137	129	125	114	14	148	14	154
15	193	189	183	177	171	163	157	151	143	136	129	119	15	163	15	186
16	200	197	191	185	177	169	165	157	149	142	136	125	16	179	16	226
17	208	205	199	193	185	177	171	163	156	146	142	129	17	199	17	271
18	217	213	206	200	193	183	177	169	162	152	146	134	18	216	18	323
19	223	219	213	206	197	189	183	174	166	157	151	139	19	236	19	387
20	229	225	219	213	203	194	188	179	171	162	156	142	20	262	20	459
21	237	233	226	220	211	202	194	186	177	168	160	148	21	291	21	634
22	245	240	233	225	216	206	200	191	182	172	165	151	22	328		
23	253	248	240	233	223	214	206	197	188	177	171	156	23	368		
24	259	254	246	239	229	219	213	202	193	182	176	160	24	425		
25	266	262	254	246	236	226	219	208	199	188	180	165	25	524		
26	276	270	262	254	243	233	225	214	205	194	186	171	26	642		
27	283	277	270	262	251	240	233	222	211	200	191	176				
28	293	286	279	271	259	248	240	228	217	206	199	182				
29	302	297	288	279	268	256	248	236	225	213	205	188				
30	311	305	296	286	276	263	254	242	231	219	209	193				
31	320	314	305	296	283	271	262	249	237	226	217	199				
32	330	323	314	305	293	280	270	257	245	233	223	205				
33	340	333	323	314	300	288	279	265	253	239	229	211				
34	348	340	331	322	308	294	285	271	259	245	236	216				
35	356	350	339	328	316	302	291	277	265	251	240	220				
36	365	359	348	337	323	310	299	285	271	257	246	226				
37	379	371	360	350	336	320	310	296	282	266	256	234				
38	393	385	374	363	348	333	322	306	293	277	266	243				
39	407	399	387	374	359	343	333	317	302	286	274	251				
40	419	411	399	387	371	356	343	326	311	296	283	259				
41	433	425	413	400	383	368	354	339	322	305	293	268				
42	447	437	425	413	396	379	365	348	331	314	302	276				
43	459	451	437	424	407	390	376	359	342	323	311	285				
44	473	464	450	436	419	400	387	368	351	333	319	293				
45	485	476	462	448	430	411	397	379	360	342	328	300				
46	502	491	477	464	444	425	411	391	373	353	339	311				
47	517	508	493	477	459	439	424	403	385	365	350	320				
48	534	524	508	493	473	453	437	417	396	376	360	331				
49	550	539	524	508	487	467	450	430	408	388	371	340				
50	564	553	537	522	501	479	462	440	419	397	382	350				
51	581	570	553	536	514	493	476	453	431	410	393	359				
52	596	585	568	551	528	505	488	467	444	420	403	370				
53	611	599	582	565	542	517	501	477	454	431	413	379				
54	636	624	605	587	562	539	521	496	473	448	430	393				
55	667	653	634	616	590	565	545	521	494	470	451	413				
56	702	688	668	648	622	594	574	548	522	494	474	434				
57	741	727	705	684	656	628	607	579	550	522	501	459				

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TERRITORY 380

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	799	784	761	738	707	678	655	624	593	564	541	494				
59	886	869	844	819	785	752	725	691	658	625	599	548				
60	981	963	935	907	870	832	804	767	728	691	664	608				
61	1072	1052	1021	990	950	909	878	838	796	756	725	664				
62	1157	1133	1101	1069	1024	979	947	902	859	815	782	716				
63	1241	1218	1183	1147	1100	1053	1016	970	922	875	839	768				
64	1326	1301	1263	1224	1175	1124	1086	1035	986	935	896	821				
65	1412	1384	1344	1304	1250	1197	1157	1103	1049	995	955	873				
66	1540	1511	1466	1421	1363	1304	1261	1203	1144	1084	1041	953				
67	1709	1677	1628	1579	1514	1449	1400	1335	1269	1204	1155	1058				
68	1879	1843	1789	1736	1665	1592	1538	1468	1395	1324	1271	1163				
69	2048	2010	1951	1893	1814	1737	1679	1600	1522	1445	1386	1269				
70	2219	2176	2113	2050	1965	1880	1817	1733	1648	1563	1500	1374				
71	2389	2342	2275	2207	2116	2025	1956	1865	1774	1683	1615	1478				
72	2558	2509	2436	2364	2265	2168	2096	1997	1900	1803	1729	1583				
73	2727	2677	2598	2519	2416	2312	2235	2130	2027	1922	1845	1689				
74	2898	2843	2760	2677	2567	2456	2373	2262	2153	2042	1959	1794				
75	3068	3009	2921	2834	2717	2600	2512	2396	2279	2162	2074	1899				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	367	352	329	307	284	269	247	232	217	202	187	157	1	202	1	97
2	486	471	441	411	381	359	329	307	292	269	254	209	2	232	2	120
3	531	509	479	449	419	389	359	337	314	292	269	224	3	269	3	150
4	621	598	561	524	486	456	419	396	374	344	322	262	4	292	4	165
5	681	658	613	568	531	494	464	426	404	374	352	292	5	307	5	194
6	711	688	643	598	561	524	486	449	426	389	367	299	6	322	6	209
7	748	718	673	628	583	546	509	471	441	411	381	314	7	337	7	232
8	778	755	703	651	613	568	531	494	464	426	404	329	8	352	8	277
10	808	778	726	673	628	591	546	509	479	441	411	344	10	374	10	322
11	830	800	748	696	651	606	561	524	494	456	426	352	11	396	11	352
12	860	830	778	726	673	628	583	546	516	471	441	367	12	404	12	389
13	890	853	800	748	696	651	598	561	531	486	456	374	13	419	13	419
14	913	883	823	763	718	666	621	576	546	501	471	389	14	449	14	464
15	928	898	838	778	726	681	628	583	554	509	479	396	15	471	15	501
16	935	905	845	785	733	688	636	591	561	516	479	396	16	486	16	554
17	957	920	860	800	748	696	643	606	568	524	494	404	17	509	17	583
18	980	942	883	823	770	718	666	621	583	539	501	411	18	531	18	636
19	995	957	898	838	778	726	673	628	591	546	509	419	19	561	19	673
20	1025	987	920	853	800	748	688	643	606	561	524	434	20	576	20	718
21	1047	1010	942	875	823	763	711	658	621	576	539	441	21	598	21	815
22	1062	1025	957	890	830	778	718	673	628	583	546	449	22	636		
23	1077	1040	972	905	845	785	733	681	643	591	554	456	23	658		
24	1107	1062	995	928	868	808	748	696	658	606	568	471	24	688		
25	1115	1070	1002	935	875	815	755	703	658	613	568	471	25	741		
26	1129	1092	1017	942	883	823	763	711	673	621	583	479	26	808		
27	1144	1107	1032	957	898	838	778	726	681	628	591	486				
28	1152	1115	1040	965	905	845	778	726	688	636	591	486				
29	1174	1129	1055	980	920	853	793	741	696	643	598	494				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1182	1137	1062	987	928	860	800	741	703	651	606	501				
31	1197	1152	1077	1002	935	875	808	755	711	658	613	509				
32	1219	1174	1100	1025	957	890	823	770	726	673	628	516				
33	1234	1189	1115	1040	972	905	838	778	733	681	636	524				
34	1257	1212	1129	1047	980	913	845	793	748	688	643	531				
35	1272	1227	1144	1062	995	928	860	800	755	696	651	539				
36	1287	1242	1159	1077	1010	942	868	815	763	711	658	546				
37	1309	1264	1182	1100	1025	957	890	830	778	718	673	554				
38	1331	1279	1197	1115	1040	972	898	838	793	733	681	561				
39	1339	1287	1204	1122	1047	972	905	845	793	733	688	568				
40	1354	1302	1219	1137	1062	987	913	853	808	741	696	576				
41	1369	1324	1234	1144	1077	1002	928	868	815	755	703	583				
42	1384	1339	1249	1159	1085	1010	935	875	823	763	711	583				
43	1406	1354	1264	1174	1100	1025	950	883	838	770	718	591				
44	1414	1361	1272	1182	1107	1032	957	890	838	778	726	598				
45	1436	1384	1294	1204	1129	1047	972	905	853	793	741	606				
46	1451	1399	1309	1219	1137	1062	980	920	868	800	748	613				
47	1466	1414	1324	1234	1152	1070	995	928	875	808	755	621				
48	1489	1436	1339	1242	1167	1085	1002	935	883	815	763	628				
49	1503	1451	1354	1257	1174	1100	1017	950	890	823	770	636				
50	1518	1466	1369	1272	1189	1107	1025	957	905	838	778	643				
51	1533	1481	1384	1287	1204	1122	1040	972	913	845	785	651				
52	1541	1489	1391	1294	1212	1129	1047	972	920	845	793	651				
53	1563	1503	1406	1309	1227	1137	1055	987	928	860	800	658				
54	1578	1518	1421	1324	1234	1152	1070	995	935	868	808	666				
55	1601	1548	1444	1339	1257	1167	1085	1010	950	883	823	681				
56	1631	1571	1466	1361	1279	1189	1100	1025	965	898	838	688				
57	1661	1601	1496	1391	1302	1212	1122	1047	987	913	853	703				
58	1713	1646	1541	1436	1339	1249	1159	1077	1017	942	875	726				
59	1780	1713	1601	1489	1391	1294	1204	1122	1055	980	913	755				
60	1855	1788	1668	1548	1451	1354	1249	1167	1100	1017	950	785				
61	1907	1840	1720	1601	1496	1391	1294	1204	1137	1047	980	808				
62	1952	1877	1758	1638	1526	1421	1316	1234	1159	1070	1002	823				
63	1982	1915	1788	1661	1556	1451	1339	1249	1182	1092	1017	838				
64	2027	1952	1825	1698	1586	1481	1369	1279	1204	1115	1040	860				
65	2064	1990	1863	1735	1623	1511	1399	1302	1227	1137	1062	875				
66	2124	2050	1915	1780	1668	1548	1436	1339	1264	1167	1092	898				
67	2207	2132	1990	1848	1728	1608	1496	1391	1316	1212	1137	935				
68	2289	2207	2064	1922	1795	1676	1548	1444	1361	1257	1174	972				
69	2371	2289	2139	1990	1863	1735	1608	1496	1414	1302	1219	1002				
70	2461	2371	2214	2057	1930	1795	1661	1548	1459	1354	1264	1040				
71	2543	2446	2289	2132	1990	1855	1720	1601	1511	1399	1302	1077				
72	2625	2528	2364	2199	2057	1915	1773	1653	1563	1444	1346	1115				
73	2708	2611	2438	2266	2124	1975	1833	1705	1608	1489	1391	1144				
74	2790	2693	2513	2334	2184	2035	1885	1758	1661	1533	1436	1182				
75	2872	2768	2588	2409	2251	2094	1945	1810	1705	1578	1474	1219				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	31	30	29	28	27	26	25	24	23	22	21	19	1	24	1	8
2	40	39	39	38	36	34	33	32	30	28	27	25	2	32	2	10
3	51	50	48	46	44	42	41	39	38	36	34	31	3	37	3	14
4	58	57	55	54	52	50	48	45	43	41	39	36	4	40	4	17
5	65	64	62	60	57	55	54	51	48	46	44	40	5	46	5	20
6	72	71	69	67	64	61	59	56	54	51	49	44	6	52	6	26
7	80	78	76	74	71	68	66	62	59	56	55	50	7	56	7	32
8	86	85	82	79	76	72	71	67	64	60	58	54	8	61	8	38
10	93	91	88	86	82	79	76	72	69	66	63	57	10	66	10	48
11	99	97	94	91	87	84	81	77	73	70	67	61	11	71	11	58
12	103	102	99	96	92	87	85	81	77	73	71	64	12	78	12	68
13	107	105	102	100	95	91	88	84	80	76	72	67	13	84	13	80
14	113	110	107	104	100	95	92	87	84	79	76	70	14	90	14	94
15	118	116	112	108	104	100	96	92	87	83	79	72	15	100	15	114
16	122	120	117	113	108	103	101	96	91	86	83	76	16	109	16	138
17	127	125	121	118	113	108	104	100	95	89	86	79	17	121	17	165
18	133	130	126	122	118	112	108	103	99	93	89	82	18	132	18	197
19	136	133	130	126	120	116	112	106	102	96	92	85	19	144	19	236
20	140	137	133	130	124	118	115	109	104	99	95	86	20	160	20	280
21	145	142	138	134	129	123	118	114	108	102	98	90	21	178	21	387
22	149	147	142	137	132	126	122	117	111	105	101	92	22	200		
23	154	151	147	142	136	131	126	120	115	108	104	95	23	225		
24	158	155	150	146	140	133	130	123	118	111	107	98	24	259		
25	163	160	155	150	144	138	133	127	121	115	110	101	25	320		
26	168	165	160	155	149	142	137	131	125	118	114	104	26	392		
27	173	169	165	160	153	147	142	135	129	122	117	107				
28	179	175	170	165	158	151	147	139	133	126	121	111				
29	184	181	176	170	164	156	151	144	137	130	125	115				
30	190	186	180	175	168	161	155	148	141	133	128	118				
31	196	192	186	180	173	165	160	152	145	138	133	121				
32	201	197	192	186	179	171	165	157	149	142	136	125				
33	208	203	197	192	183	176	170	162	154	146	140	129				
34	212	208	202	196	188	180	174	165	158	149	144	132				
35	217	213	207	200	193	184	178	169	162	153	147	134				
36	223	219	212	206	197	189	182	174	165	157	150	138				
37	231	227	220	213	205	196	189	180	172	163	156	143				
38	240	235	228	222	212	203	196	187	179	169	163	149				
39	248	243	236	228	219	210	203	194	184	175	167	153				
40	256	251	243	236	227	217	210	199	190	180	173	158				
41	264	259	252	244	234	225	216	207	196	186	179	164				
42	273	267	259	252	242	231	223	212	202	192	184	168				
43	280	275	267	259	248	238	229	219	209	197	190	174				
44	289	283	274	266	256	244	236	225	214	203	195	179				
45	296	290	282	274	262	251	243	231	220	209	200	183				
46	306	300	291	283	271	259	251	239	227	215	207	190				
47	316	310	301	291	280	268	259	246	235	223	213	196				
48	326	320	310	301	289	276	267	255	242	229	220	202				
49	336	329	320	310	297	285	274	262	249	237	227	208				
50	344	337	328	319	306	292	282	269	256	243	233	213				
51	354	348	337	327	314	301	290	276	263	250	240	219				
52	364	357	347	337	322	308	298	285	271	257	246	226				
53	373	366	355	345	331	316	306	291	277	263	252	231				
54	388	381	369	358	343	329	318	303	289	274	262	240				
55	407	399	387	376	360	345	333	318	302	287	275	252				
56	429	420	408	396	380	363	351	335	319	302	290	265				
57	452	444	431	417	400	384	370	353	336	319	306	280				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	488	478	464	450	431	414	400	381	362	344	330	302				
59	541	530	515	500	479	459	443	422	401	382	366	335				
60	599	588	571	554	531	508	491	468	445	422	405	371				
61	654	642	623	604	580	555	536	511	486	462	443	405				
62	706	692	672	652	625	598	578	551	525	497	478	437				
63	758	744	722	700	671	643	620	592	563	534	512	469				
64	809	794	771	747	717	686	663	632	602	571	547	501				
65	862	845	821	796	763	730	706	673	640	607	583	533				
66	940	922	895	868	832	796	770	734	698	662	635	582				
67	1043	1024	994	964	924	885	854	815	775	735	705	646				
68	1147	1125	1092	1059	1016	972	939	896	852	808	776	710				
69	1250	1227	1191	1155	1107	1060	1025	977	929	882	846	775				
70	1355	1328	1290	1251	1199	1148	1109	1058	1006	954	916	838				
71	1458	1430	1388	1347	1292	1236	1194	1138	1083	1027	986	902				
72	1561	1531	1487	1443	1383	1324	1279	1219	1160	1101	1056	966				
73	1665	1634	1586	1538	1475	1411	1364	1300	1237	1173	1126	1031				
74	1769	1735	1684	1634	1567	1499	1449	1381	1314	1246	1196	1095				
75	1872	1837	1783	1730	1658	1587	1533	1463	1391	1320	1266	1159				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	330	317	297	276	256	243	222	209	195	182	169	142	1	182	1	88
2	438	425	398	371	344	324	297	276	263	243	229	189	2	209	2	108
3	479	458	431	404	377	350	324	303	283	263	243	202	3	243	3	135
4	559	539	506	472	438	411	377	357	337	310	290	236	4	263	4	148
5	613	593	553	512	479	445	418	384	364	337	317	263	5	276	5	175
6	640	620	580	539	506	472	438	404	384	350	330	270	6	290	6	189
7	674	647	607	566	526	492	458	425	398	371	344	283	7	303	7	209
8	701	681	634	586	553	512	479	445	418	384	364	297	8	317	8	249
10	728	701	654	607	566	532	492	458	431	398	371	310	10	337	10	290
11	748	721	674	627	586	546	506	472	445	411	384	317	11	357	11	317
12	775	748	701	654	607	566	526	492	465	425	398	330	12	364	12	350
13	802	768	721	674	627	586	539	506	479	438	411	337	13	377	13	377
14	822	795	741	687	647	600	559	519	492	452	425	350	14	404	14	418
15	836	809	755	701	654	613	566	526	499	458	431	357	15	425	15	452
16	843	816	762	708	661	620	573	532	506	465	431	357	16	438	16	499
17	863	829	775	721	674	627	580	546	512	472	445	364	17	458	17	526
18	883	849	795	741	694	647	600	559	526	485	452	371	18	479	18	573
19	896	863	809	755	701	654	607	566	532	492	458	377	19	506	19	607
20	923	890	829	768	721	674	620	580	546	506	472	391	20	519	20	647
21	944	910	849	789	741	687	640	593	559	519	485	398	21	539	21	735
22	957	923	863	802	748	701	647	607	566	526	492	404	22	573		
23	971	937	876	816	762	708	661	613	580	532	499	411	23	593		
24	998	957	896	836	782	728	674	627	593	546	512	425	24	620		
25	1004	964	903	843	789	735	681	634	593	553	512	425	25	667		
26	1018	984	917	849	795	741	687	640	607	559	526	431	26	728		
27	1031	998	930	863	809	755	701	654	613	566	532	438				
28	1038	1004	937	869	816	762	701	654	620	573	532	438				
29	1058	1018	950	883	829	768	714	667	627	580	539	445				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1065	1024	957	890	836	775	721	667	634	586	546	452				
31	1078	1038	971	903	843	789	728	681	640	593	553	458				
32	1099	1058	991	923	863	802	741	694	654	607	566	465				
33	1112	1072	1004	937	876	816	755	701	661	613	573	472				
34	1132	1092	1018	944	883	822	762	714	674	620	580	479				
35	1146	1105	1031	957	896	836	775	721	681	627	586	485				
36	1159	1119	1045	971	910	849	782	735	687	640	593	492				
37	1180	1139	1065	991	923	863	802	748	701	647	607	499				
38	1200	1153	1078	1004	937	876	809	755	714	661	613	506				
39	1206	1159	1085	1011	944	876	816	762	714	661	620	512				
40	1220	1173	1099	1024	957	890	822	768	728	667	627	519				
41	1233	1193	1112	1031	971	903	836	782	735	681	634	526				
42	1247	1206	1126	1045	977	910	843	789	741	687	640	526				
43	1267	1220	1139	1058	991	923	856	795	755	694	647	532				
44	1274	1227	1146	1065	998	930	863	802	755	701	654	539				
45	1294	1247	1166	1085	1018	944	876	816	768	714	667	546				
46	1308	1260	1180	1099	1024	957	883	829	782	721	674	553				
47	1321	1274	1193	1112	1038	964	896	836	789	728	681	559				
48	1341	1294	1206	1119	1051	977	903	843	795	735	687	566				
49	1355	1308	1220	1132	1058	991	917	856	802	741	694	573				
50	1368	1321	1233	1146	1072	998	923	863	816	755	701	580				
51	1382	1335	1247	1159	1085	1011	937	876	822	762	708	586				
52	1388	1341	1254	1166	1092	1018	944	876	829	762	714	586				
53	1409	1355	1267	1180	1105	1024	950	890	836	775	721	593				
54	1422	1368	1281	1193	1112	1038	964	896	843	782	728	600				
55	1442	1395	1301	1206	1132	1051	977	910	856	795	741	613				
56	1469	1415	1321	1227	1153	1072	991	923	869	809	755	620				
57	1496	1442	1348	1254	1173	1092	1011	944	890	822	768	634				
58	1543	1483	1388	1294	1206	1126	1045	971	917	849	789	654				
59	1604	1543	1442	1341	1254	1166	1085	1011	950	883	822	681				
60	1672	1611	1503	1395	1308	1220	1126	1051	991	917	856	708				
61	1719	1658	1550	1442	1348	1254	1166	1085	1024	944	883	728				
62	1759	1692	1584	1476	1375	1281	1186	1112	1045	964	903	741				
63	1786	1725	1611	1496	1402	1308	1206	1126	1065	984	917	755				
64	1827	1759	1645	1530	1429	1335	1233	1153	1085	1004	937	775				
65	1860	1793	1678	1564	1463	1361	1260	1173	1105	1024	957	789				
66	1914	1847	1725	1604	1503	1395	1294	1206	1139	1051	984	809				
67	1988	1921	1793	1665	1557	1449	1348	1254	1186	1092	1024	843				
68	2062	1988	1860	1732	1618	1510	1395	1301	1227	1132	1058	876				
69	2137	2062	1928	1793	1678	1564	1449	1348	1274	1173	1099	903				
70	2217	2137	1995	1854	1739	1618	1496	1395	1314	1220	1139	937				
71	2292	2204	2062	1921	1793	1672	1550	1442	1361	1260	1173	971				
72	2366	2278	2130	1982	1854	1725	1597	1490	1409	1301	1213	1004				
73	2440	2352	2197	2042	1914	1779	1651	1537	1449	1341	1254	1031				
74	2514	2426	2265	2103	1968	1833	1698	1584	1496	1382	1294	1065				
75	2588	2494	2332	2170	2029	1887	1752	1631	1537	1422	1328	1099				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 420

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	40	39	38	36	35	34	33	30	29	28	27	24	1	30	1	11
2	52	51	50	48	46	44	42	41	39	36	35	33	2	41	2	13
3	65	64	62	59	57	54	53	51	48	46	44	40	3	47	3	18
4	75	74	71	69	67	64	62	58	56	53	51	46	4	52	4	22
5	83	82	80	77	74	71	69	65	62	59	57	52	5	59	5	25
6	93	91	88	86	82	79	76	73	69	65	63	57	6	67	6	34
7	103	100	98	96	91	87	85	80	76	73	70	64	7	73	7	41
8	110	109	105	102	98	93	91	86	82	77	75	69	8	79	8	48
10	120	117	114	110	105	102	98	93	88	85	81	74	10	85	10	62
11	127	125	121	117	113	108	104	99	94	90	86	79	11	92	11	75
12	133	131	127	123	119	113	109	104	99	94	91	82	12	100	12	87
13	138	136	132	128	122	117	114	108	103	98	93	86	13	108	13	103
14	145	142	138	134	128	122	119	113	108	102	98	90	14	116	14	121
15	151	149	144	139	134	128	123	119	113	106	102	93	15	128	15	146
16	157	155	150	145	139	133	129	123	117	111	106	98	16	140	16	178
17	163	161	156	151	145	139	134	128	122	115	111	102	17	156	17	213
18	171	167	162	157	151	144	139	133	127	120	115	105	18	169	18	254
19	175	172	167	162	155	149	144	137	131	123	119	109	19	185	19	304
20	180	177	172	167	160	152	148	140	134	127	122	111	20	206	20	361
21	186	183	178	173	166	159	152	146	139	132	126	116	21	229	21	499
22	192	189	183	177	169	162	157	150	143	136	129	119	22	258		
23	198	195	189	183	175	168	162	155	148	139	134	122	23	289		
24	203	200	194	188	180	172	167	159	151	143	138	126	24	334		
25	209	206	200	194	185	178	172	163	156	148	142	129	25	411		
26	217	212	206	200	191	183	177	168	161	152	146	134	26	505		
27	223	218	212	206	197	189	183	174	166	157	150	138				
28	230	225	219	213	203	195	189	179	171	162	156	143				
29	237	234	226	219	211	201	195	185	177	167	161	148				
30	244	240	232	225	217	207	200	190	182	172	165	151				
31	252	247	240	232	223	213	206	196	186	178	171	156				
32	259	254	247	240	230	220	212	202	192	183	175	161				
33	267	261	254	247	236	226	219	208	198	188	180	166				
34	273	267	260	253	242	231	224	213	203	192	185	169				
35	280	275	266	258	248	237	229	218	208	197	189	173				
36	287	282	273	265	254	243	235	224	213	202	194	178				
37	298	292	283	275	264	252	243	232	221	209	201	184				
38	309	303	294	286	273	261	253	241	230	218	209	191				
39	319	313	304	294	282	270	261	249	237	225	215	197				
40	329	323	313	304	292	280	270	257	244	232	223	203				
41	340	334	324	315	301	289	278	266	253	240	230	211				
42	351	344	334	324	311	298	287	273	260	247	237	217				
43	361	355	344	333	319	306	295	282	269	254	244	224				
44	371	364	353	342	329	315	304	289	276	261	250	230				
45	381	374	363	352	338	323	312	298	283	269	258	236				
46	394	386	375	364	348	334	323	307	293	277	266	244				
47	407	399	387	375	361	345	333	317	303	287	275	252				
48	420	411	399	387	371	356	344	328	311	295	283	260				
49	432	424	411	399	382	367	353	338	321	305	292	267				
50	443	434	422	410	393	376	363	346	329	312	300	275				
51	456	448	434	421	404	387	374	356	339	322	309	282				
52	468	460	446	433	415	397	384	367	348	330	317	290				
53	480	471	457	444	426	407	393	375	357	339	324	298				
54	500	490	476	461	442	424	409	390	371	352	338	309				
55	524	513	499	484	463	444	428	409	388	369	355	324				
56	552	541	525	509	489	467	451	431	410	388	373	341				
57	582	571	554	537	515	494	477	455	432	410	393	361				

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Tterritory 420

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	628	616	598	580	555	532	514	490	466	443	425	388				
59	696	682	663	644	617	590	570	543	517	491	471	431				
60	771	756	734	713	684	653	632	603	572	543	522	478				
61	842	826	802	778	747	714	690	658	626	594	570	522				
62	909	891	865	840	805	770	744	709	675	640	615	563				
63	975	957	929	901	864	828	799	762	725	687	659	604				
64	1042	1022	992	962	923	883	853	813	774	734	704	645				
65	1110	1088	1056	1025	983	940	909	866	824	782	750	686				
66	1210	1187	1152	1117	1071	1025	991	945	899	852	818	749				
67	1343	1318	1279	1240	1189	1139	1100	1049	997	946	908	831				
68	1476	1448	1406	1364	1308	1251	1209	1153	1096	1041	998	914				
69	1609	1579	1533	1487	1425	1365	1319	1257	1195	1135	1089	997				
70	1744	1710	1660	1611	1544	1477	1428	1361	1295	1228	1179	1079				
71	1877	1840	1787	1734	1663	1591	1537	1465	1394	1323	1269	1162				
72	2010	1971	1914	1857	1780	1704	1647	1569	1493	1417	1359	1244				
73	2143	2103	2041	1980	1898	1816	1756	1673	1592	1510	1450	1327				
74	2277	2234	2168	2103	2017	1930	1865	1777	1692	1604	1539	1410				
75	2410	2364	2295	2226	2134	2042	1974	1883	1791	1699	1630	1492				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	478	458	429	400	371	351	322	302	283	263	244	205	1	263	1	127
2	634	614	575	536	497	468	429	400	380	351	332	273	2	302	2	156
3	692	663	624	585	546	507	468	439	410	380	351	293	3	351	3	195
4	809	780	731	683	634	595	546	517	488	449	419	341	4	380	4	215
5	887	858	800	741	692	644	605	556	527	488	458	380	5	400	5	254
6	926	897	839	780	731	683	634	585	556	507	478	390	6	419	6	273
7	975	936	878	819	761	712	663	614	575	536	497	410	7	439	7	302
8	1014	985	917	848	800	741	692	644	605	556	527	429	8	458	8	361
10	1053	1014	946	878	819	770	712	663	624	575	536	449	10	488	10	419
11	1082	1043	975	907	848	790	731	683	644	595	556	458	11	517	11	458
12	1121	1082	1014	946	878	819	761	712	673	614	575	478	12	527	12	507
13	1160	1112	1043	975	907	848	780	731	692	634	595	488	13	546	13	546
14	1190	1151	1073	995	936	868	809	751	712	653	614	507	14	585	14	605
15	1209	1170	1092	1014	946	887	819	761	722	663	624	517	15	614	15	653
16	1219	1180	1102	1024	956	897	829	770	731	673	624	517	16	634	16	722
17	1248	1199	1121	1043	975	907	839	790	741	683	644	527	17	663	17	761
18	1277	1229	1151	1073	1004	936	868	809	761	702	653	536	18	692	18	829
19	1297	1248	1170	1092	1014	946	878	819	770	712	663	546	19	731	19	878
20	1336	1287	1199	1112	1043	975	897	839	790	731	683	566	20	751	20	936
21	1365	1316	1229	1141	1073	995	926	858	809	751	702	575	21	780	21	1063
22	1385	1336	1248	1160	1082	1014	936	878	819	761	712	585	22	829		
23	1404	1355	1268	1180	1102	1024	956	887	839	770	722	595	23	858		
24	1443	1385	1297	1209	1131	1053	975	907	858	790	741	614	24	897		
25	1453	1394	1307	1219	1141	1063	985	917	858	800	741	614	25	965		
26	1472	1424	1326	1229	1151	1073	995	926	878	809	761	624	26	1053		
27	1492	1443	1346	1248	1170	1092	1014	946	887	819	770	634				
28	1502	1453	1355	1258	1180	1102	1014	946	897	829	770	634				
29	1531	1472	1375	1277	1199	1112	1034	965	907	839	780	644				

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TERRITORY 420

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1541	1482	1385	1287	1209	1121	1043	965	917	848	790	653				
31	1560	1502	1404	1307	1219	1141	1053	985	926	858	800	663				
32	1589	1531	1433	1336	1248	1160	1073	1004	946	878	819	673				
33	1609	1550	1453	1355	1268	1180	1092	1014	956	887	829	683				
34	1638	1580	1472	1365	1277	1190	1102	1034	975	897	839	692				
35	1658	1599	1492	1385	1297	1209	1121	1043	985	907	848	702				
36	1677	1619	1511	1404	1316	1229	1131	1063	995	926	858	712				
37	1706	1648	1541	1433	1336	1248	1160	1082	1014	936	878	722				
38	1736	1667	1560	1453	1355	1268	1170	1092	1034	956	887	731				
39	1745	1677	1570	1463	1365	1268	1180	1102	1034	956	897	741				
40	1765	1697	1589	1482	1385	1287	1190	1112	1053	965	907	751				
41	1784	1726	1609	1492	1404	1307	1209	1131	1063	985	917	761				
42	1804	1745	1628	1511	1414	1316	1219	1141	1073	995	926	761				
43	1833	1765	1648	1531	1433	1336	1238	1151	1092	1004	936	770				
44	1843	1775	1658	1541	1443	1346	1248	1160	1092	1014	946	780				
45	1872	1804	1687	1570	1472	1365	1268	1180	1112	1034	965	790				
46	1892	1823	1706	1589	1482	1385	1277	1199	1131	1043	975	800				
47	1911	1843	1726	1609	1502	1394	1297	1209	1141	1053	985	809				
48	1940	1872	1745	1619	1521	1414	1307	1219	1151	1063	995	819				
49	1960	1892	1765	1638	1531	1433	1326	1238	1160	1073	1004	829				
50	1979	1911	1784	1658	1550	1443	1336	1248	1180	1092	1014	839				
51	1999	1931	1804	1677	1570	1463	1355	1268	1190	1102	1024	848				
52	2009	1940	1814	1687	1580	1472	1365	1268	1199	1102	1034	848				
53	2038	1960	1833	1706	1599	1482	1375	1287	1209	1121	1043	858				
54	2057	1979	1853	1726	1609	1502	1394	1297	1219	1131	1053	868				
55	2087	2018	1882	1745	1638	1521	1414	1316	1238	1151	1073	887				
56	2126	2048	1911	1775	1667	1550	1433	1336	1258	1170	1092	897				
57	2165	2087	1950	1814	1697	1580	1463	1365	1287	1190	1112	917				
58	2233	2145	2009	1872	1745	1628	1511	1404	1326	1229	1141	946				
59	2321	2233	2087	1940	1814	1687	1570	1463	1375	1277	1190	985				
60	2418	2330	2174	2018	1892	1765	1628	1521	1433	1326	1238	1024				
61	2486	2399	2243	2087	1950	1814	1687	1570	1482	1365	1277	1053				
62	2545	2447	2291	2135	1989	1853	1716	1609	1511	1394	1307	1073				
63	2584	2496	2330	2165	2028	1892	1745	1628	1541	1424	1326	1092				
64	2642	2545	2379	2213	2067	1931	1784	1667	1570	1453	1355	1121				
65	2691	2594	2428	2262	2116	1970	1823	1697	1599	1482	1385	1141				
66	2769	2672	2496	2321	2174	2018	1872	1745	1648	1521	1424	1170				
67	2876	2779	2594	2408	2252	2096	1950	1814	1716	1580	1482	1219				
68	2984	2876	2691	2506	2340	2184	2018	1882	1775	1638	1531	1268				
69	3091	2984	2789	2594	2428	2262	2096	1950	1843	1697	1589	1307				
70	3208	3091	2886	2681	2516	2340	2165	2018	1901	1765	1648	1355				
71	3315	3188	2984	2779	2594	2418	2243	2087	1970	1823	1697	1404				
72	3422	3296	3081	2867	2681	2496	2311	2155	2038	1882	1755	1453				
73	3530	3403	3179	2954	2769	2574	2389	2223	2096	1940	1814	1492				
74	3637	3510	3276	3042	2847	2652	2457	2291	2165	1999	1872	1541				
75	3744	3608	3374	3140	2935	2730	2535	2360	2223	2057	1921	1589				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 440

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	35	34	33	32	31	30	29	27	26	25	24	21	1	27	1	10
2	46	45	44	43	41	39	37	36	34	32	31	29	2	36	2	12
3	58	57	55	52	50	48	47	45	43	41	39	35	3	42	3	16
4	66	65	63	61	59	57	55	51	49	47	45	41	4	46	4	19
5	74	73	71	68	65	63	61	58	55	52	50	46	5	52	5	22
6	82	80	78	76	73	70	67	64	61	58	56	50	6	59	6	30
7	91	89	87	85	80	77	75	71	67	64	62	57	7	64	7	36
8	97	96	93	90	87	82	80	76	73	68	66	61	8	70	8	43
10	106	104	101	97	93	90	87	82	78	75	72	65	10	75	10	55
11	112	110	107	104	100	95	92	88	83	79	76	70	11	81	11	66
12	118	116	112	109	105	100	96	92	88	83	80	73	12	89	12	77
13	122	120	117	113	108	104	101	95	91	87	82	76	13	95	13	91
14	128	125	122	119	113	108	105	100	95	90	87	79	14	103	14	107
15	134	132	127	123	119	113	109	105	100	94	90	82	15	113	15	129
16	139	137	133	128	123	118	114	109	104	98	94	87	16	124	16	157
17	144	142	138	134	128	123	119	113	108	102	98	90	17	138	17	188
18	151	148	143	139	134	127	123	118	112	106	102	93	18	150	18	225
19	155	152	148	143	137	132	127	121	116	109	105	96	19	164	19	269
20	159	156	152	148	141	135	131	124	119	112	108	98	20	182	20	319
21	165	162	157	153	147	140	135	129	123	117	111	103	21	202	21	441
22	170	167	162	156	150	143	139	133	126	120	114	105	22	228		
23	175	172	167	162	155	149	143	137	131	123	119	108	23	256		
24	180	177	171	166	159	152	148	140	134	126	122	111	24	295		
25	185	182	177	171	164	157	152	144	138	131	125	114	25	364		
26	192	187	182	177	169	162	156	149	142	135	129	119	26	446		
27	197	193	187	182	174	167	162	154	147	139	133	122				
28	203	199	194	188	180	172	167	158	151	143	138	126				
29	210	207	200	194	186	178	172	164	156	148	142	131				
30	216	212	205	199	192	183	177	168	161	152	146	134				
31	223	218	212	205	197	188	182	173	165	157	151	138				
32	229	225	218	212	203	195	187	179	170	162	155	142				
33	236	231	225	218	209	200	194	184	175	166	159	147				
34	242	236	230	224	214	204	198	188	180	170	164	150				
35	247	243	235	228	219	210	202	193	184	174	167	153				
36	254	249	242	234	225	215	208	198	188	179	171	157				
37	263	258	250	243	233	223	215	205	196	185	178	163				
38	273	268	260	253	242	231	224	213	203	193	185	169				
39	282	277	269	260	249	239	231	220	210	199	190	174				
40	291	286	277	269	258	247	239	227	216	205	197	180				
41	301	295	287	278	266	256	246	235	224	212	203	186				
42	310	304	295	287	275	263	254	242	230	218	210	192				
43	319	314	304	294	282	271	261	249	238	225	216	198				
44	328	322	312	303	291	278	269	256	244	231	221	203				
45	337	331	321	311	299	286	276	263	250	238	228	209				
46	349	341	332	322	308	295	286	272	259	245	235	216				
47	360	353	342	332	319	305	294	280	268	254	243	223				
48	371	364	353	342	328	315	304	290	275	261	250	230				
49	382	375	364	353	338	324	312	299	284	270	258	236				
50	392	384	373	363	348	333	321	306	291	276	265	243				
51	403	396	384	372	357	342	331	315	300	285	273	249				
52	414	407	395	383	367	351	339	324	308	292	280	257				
53	425	416	404	393	377	360	348	332	316	300	287	263				
54	442	433	421	408	391	375	362	345	328	311	299	273				
55	463	454	441	428	410	393	379	362	343	326	314	287				
56	488	478	464	450	432	413	399	381	363	343	330	302				
57	515	505	490	475	456	437	422	402	382	363	348	319				

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TERRITORY 440

FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	555	545	529	513	491	471	455	433	412	392	376	343				
59	615	603	586	569	546	522	504	480	457	434	416	381				
60	682	669	649	630	605	578	559	533	506	480	461	423				
61	745	731	709	688	660	631	610	582	553	525	504	461				
62	804	788	765	743	712	681	658	627	597	566	544	498				
63	862	846	822	797	764	732	706	674	641	608	583	534				
64	921	904	877	851	816	781	754	719	685	649	623	570				
65	981	962	934	906	869	831	804	766	729	691	663	607				
66	1070	1050	1019	988	947	906	876	836	795	753	723	662				
67	1188	1165	1131	1097	1052	1007	973	928	882	837	803	735				
68	1305	1281	1243	1206	1157	1106	1069	1020	969	920	883	808				
69	1423	1396	1356	1315	1260	1207	1166	1112	1057	1004	963	882				
70	1542	1512	1468	1424	1365	1306	1263	1204	1145	1086	1042	954				
71	1660	1627	1580	1533	1470	1407	1359	1296	1233	1170	1122	1027				
72	1777	1743	1693	1642	1574	1507	1456	1388	1320	1253	1202	1100				
73	1895	1860	1805	1751	1679	1606	1553	1480	1408	1335	1282	1174				
74	2014	1975	1917	1860	1784	1707	1649	1572	1496	1419	1361	1247				
75	2131	2091	2030	1969	1887	1806	1745	1665	1584	1502	1441	1319				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	379	363	340	317	294	278	255	240	224	209	193	162	1	209	1	100
2	502	487	456	425	394	371	340	317	301	278	263	216	2	240	2	124
3	549	526	495	464	433	402	371	348	325	301	278	232	3	278	3	155
4	642	618	580	541	502	472	433	410	387	356	332	271	4	301	4	170
5	703	680	634	587	549	510	479	441	417	387	363	301	5	317	5	201
6	734	711	665	618	580	541	502	464	441	402	379	309	6	332	6	216
7	773	742	696	649	603	564	526	487	456	425	394	325	7	348	7	240
8	804	781	727	673	634	587	549	510	479	441	417	340	8	363	8	286
10	835	804	750	696	649	611	564	526	495	456	425	356	10	387	10	332
11	858	827	773	719	673	626	580	541	510	472	441	363	11	410	11	363
12	889	858	804	750	696	649	603	564	533	487	456	379	12	417	12	402
13	920	881	827	773	719	673	618	580	549	502	472	387	13	433	13	433
14	943	912	850	788	742	688	642	595	564	518	487	402	14	464	14	479
15	959	928	866	804	750	703	649	603	572	526	495	410	15	487	15	518
16	966	935	873	812	758	711	657	611	580	533	495	410	16	502	16	572
17	989	951	889	827	773	719	665	626	587	541	510	417	17	526	17	603
18	1013	974	912	850	796	742	688	642	603	557	518	425	18	549	18	657
19	1028	989	928	866	804	750	696	649	611	564	526	433	19	580	19	696
20	1059	1020	951	881	827	773	711	665	626	580	541	448	20	595	20	742
21	1082	1044	974	904	850	788	734	680	642	595	557	456	21	618	21	843
22	1098	1059	989	920	858	804	742	696	649	603	564	464	22	657		
23	1113	1074	1005	935	873	812	758	703	665	611	572	472	23	680		
24	1144	1098	1028	959	897	835	773	719	680	626	587	487	24	711		
25	1152	1105	1036	966	904	843	781	727	680	634	587	487	25	765		
26	1167	1129	1051	974	912	850	788	734	696	642	603	495	26	835		
27	1183	1144	1067	989	928	866	804	750	703	649	611	502				
28	1190	1152	1074	997	935	873	804	750	711	657	611	502				
29	1214	1167	1090	1013	951	881	819	765	719	665	618	510				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1221	1175	1098	1020	959	889	827	765	727	673	626	518				
31	1237	1190	1113	1036	966	904	835	781	734	680	634	526				
32	1260	1214	1136	1059	989	920	850	796	750	696	649	533				
33	1275	1229	1152	1074	1005	935	866	804	758	703	657	541				
34	1299	1252	1167	1082	1013	943	873	819	773	711	665	549				
35	1314	1268	1183	1098	1028	959	889	827	781	719	673	557				
36	1330	1283	1198	1113	1044	974	897	843	788	734	680	564				
37	1353	1306	1221	1136	1059	989	920	858	804	742	696	572				
38	1376	1322	1237	1152	1074	1005	928	866	819	758	703	580				
39	1384	1330	1245	1160	1082	1005	935	873	819	758	711	587				
40	1399	1345	1260	1175	1098	1020	943	881	835	765	719	595				
41	1415	1368	1275	1183	1113	1036	959	897	843	781	727	603				
42	1430	1384	1291	1198	1121	1044	966	904	850	788	734	603				
43	1453	1399	1306	1214	1136	1059	982	912	866	796	742	611				
44	1461	1407	1314	1221	1144	1067	989	920	866	804	750	618				
45	1484	1430	1337	1245	1167	1082	1005	935	881	819	765	626				
46	1500	1446	1353	1260	1175	1098	1013	951	897	827	773	634				
47	1515	1461	1368	1275	1190	1105	1028	959	904	835	781	642				
48	1538	1484	1384	1283	1206	1121	1036	966	912	843	788	649				
49	1554	1500	1399	1299	1214	1136	1051	982	920	850	796	657				
50	1569	1515	1415	1314	1229	1144	1059	989	935	866	804	665				
51	1585	1531	1430	1330	1245	1160	1074	1005	943	873	812	673				
52	1592	1538	1438	1337	1252	1167	1082	1005	951	873	819	673				
53	1616	1554	1453	1353	1268	1175	1090	1020	959	889	827	680				
54	1631	1569	1469	1368	1275	1190	1105	1028	966	897	835	688				
55	1654	1600	1492	1384	1299	1206	1121	1044	982	912	850	703				
56	1685	1623	1515	1407	1322	1229	1136	1059	997	928	866	711				
57	1716	1654	1546	1438	1345	1252	1160	1082	1020	943	881	727				
58	1770	1701	1592	1484	1384	1291	1198	1113	1051	974	904	750				
59	1840	1770	1654	1538	1438	1337	1245	1160	1090	1013	943	781				
60	1917	1847	1724	1600	1500	1399	1291	1206	1136	1051	982	812				
61	1971	1902	1778	1654	1546	1438	1337	1245	1175	1082	1013	835				
62	2018	1940	1817	1693	1577	1469	1360	1275	1198	1105	1036	850				
63	2048	1979	1847	1716	1608	1500	1384	1291	1221	1129	1051	866				
64	2095	2018	1886	1755	1639	1531	1415	1322	1245	1152	1074	889				
65	2133	2056	1925	1793	1677	1561	1446	1345	1268	1175	1098	904				
66	2195	2118	1979	1840	1724	1600	1484	1384	1306	1206	1129	928				
67	2280	2203	2056	1909	1786	1662	1546	1438	1360	1252	1175	966				
68	2365	2280	2133	1987	1855	1732	1600	1492	1407	1299	1214	1005				
69	2450	2365	2211	2056	1925	1793	1662	1546	1461	1345	1260	1036				
70	2543	2450	2288	2126	1994	1855	1716	1600	1507	1399	1306	1074				
71	2628	2528	2365	2203	2056	1917	1778	1654	1561	1446	1345	1113				
72	2713	2613	2443	2273	2126	1979	1832	1708	1616	1492	1391	1152				
73	2798	2698	2520	2342	2195	2041	1894	1762	1662	1538	1438	1183				
74	2883	2783	2597	2412	2257	2103	1948	1817	1716	1585	1484	1221				
75	2968	2860	2675	2489	2327	2164	2010	1871	1762	1631	1523	1260				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	36	35	34	33	32	31	30	28	26	25	24	22	1	28	1	10
2	47	46	45	44	42	40	39	37	35	33	32	30	2	37	2	12
3	59	58	56	54	52	50	48	46	44	42	40	36	3	43	3	17
4	68	67	65	63	61	58	56	53	51	48	46	42	4	47	4	20
5	76	75	73	70	67	65	63	59	56	54	52	47	5	54	5	23
6	85	83	80	78	75	72	69	66	63	59	57	52	6	61	6	31
7	94	91	89	87	83	79	77	73	69	66	64	58	7	66	7	37
8	100	99	96	92	89	85	83	78	75	70	68	63	8	72	8	44
10	109	107	103	100	96	92	89	85	80	77	74	67	10	77	10	56
11	116	113	110	107	102	98	95	90	86	81	78	72	11	84	11	68
12	121	119	116	112	108	102	99	95	90	86	83	75	12	91	12	79
13	125	123	120	117	111	107	103	98	94	89	85	78	13	98	13	94
14	132	129	125	122	117	111	108	102	98	92	89	81	14	106	14	110
15	138	135	131	127	122	117	112	108	102	97	92	85	15	117	15	133
16	143	141	136	132	127	121	118	112	107	101	97	89	16	128	16	162
17	149	146	142	138	132	127	122	117	111	105	101	92	17	142	17	194
18	155	152	147	143	138	131	127	121	116	109	105	96	18	154	18	231
19	160	156	152	147	141	135	131	124	119	112	108	99	19	168	19	276
20	164	161	156	152	145	139	134	128	122	116	111	101	20	187	20	328
21	169	166	162	157	151	144	139	133	127	120	114	106	21	208	21	453
22	175	172	166	161	154	147	143	136	130	123	118	108	22	234		
23	180	177	172	166	160	153	147	141	134	127	122	111	23	263		
24	185	182	176	171	164	156	152	144	138	130	125	114	24	304		
25	190	187	182	176	168	162	156	149	142	134	129	118	25	374		
26	197	193	187	182	174	166	161	153	146	139	133	122	26	459		
27	202	198	193	187	179	172	166	158	151	143	136	125				
28	209	205	199	194	185	177	172	163	155	147	142	130				
29	216	212	206	199	191	183	177	168	161	152	146	134				
30	222	218	211	205	197	188	182	173	165	156	150	138				
31	229	224	218	211	202	194	187	178	169	162	155	142				
32	235	231	224	218	209	200	193	184	175	166	160	146				
33	243	238	231	224	215	206	199	189	180	171	164	151				
34	249	243	237	230	220	210	204	194	185	175	168	154				
35	254	250	242	234	226	216	208	198	189	179	172	157				
36	261	256	249	241	231	221	213	204	194	184	176	162				
37	271	265	257	250	240	229	221	211	201	190	183	167				
38	281	275	267	260	249	238	230	219	209	198	190	174				
39	290	285	276	267	256	245	238	227	216	205	196	179				
40	299	294	285	276	265	254	245	233	222	211	202	185				
41	309	304	295	286	274	263	253	242	230	218	209	191				
42	319	312	304	295	283	271	261	249	237	224	216	197				
43	328	322	312	303	290	278	268	256	244	231	222	204				
44	338	331	321	311	299	286	276	263	251	238	228	209				
45	347	340	330	320	307	294	284	271	257	244	234	215				
46	359	351	341	331	317	304	294	279	266	252	242	222				
47	370	363	352	341	328	314	303	288	275	261	250	229				
48	382	374	363	352	338	323	312	298	283	268	257	237				
49	393	385	374	363	348	333	321	307	292	277	265	243				
50	403	395	384	373	358	342	330	315	299	284	273	250				
51	415	407	395	383	367	352	340	323	308	293	281	256				
52	426	418	406	394	377	361	349	333	317	300	288	264				
53	437	428	416	404	387	370	358	341	325	308	295	271				
54	454	446	432	419	402	385	372	354	338	320	307	281				
55	476	466	453	440	421	404	389	372	353	336	322	295				
56	502	492	477	463	444	425	410	392	373	353	339	310				
57	529	519	504	488	469	449	433	414	393	373	358	328				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	571	560	543	527	505	484	468	446	424	403	386	353				
59	633	620	603	585	561	537	518	494	470	447	428	392				
60	701	688	668	648	622	594	574	548	520	494	474	435				
61	766	751	729	707	679	649	627	598	569	540	518	474				
62	826	810	787	763	732	700	677	645	614	582	559	512				
63	887	870	845	820	785	752	726	693	659	625	600	549				
64	947	930	902	875	839	803	776	739	704	668	640	586				
65	1009	989	960	932	893	855	826	788	749	711	682	624				
66	1100	1079	1047	1015	974	932	901	859	817	774	744	681				
67	1221	1198	1163	1128	1081	1035	1000	954	906	860	825	756				
68	1342	1317	1278	1240	1189	1137	1099	1048	997	946	908	831				
69	1463	1436	1394	1352	1296	1241	1199	1143	1087	1032	990	906				
70	1585	1554	1509	1464	1404	1343	1298	1238	1177	1117	1071	981				
71	1706	1673	1625	1576	1511	1447	1397	1332	1267	1202	1154	1056				
72	1827	1792	1740	1689	1618	1549	1497	1427	1357	1288	1235	1131				
73	1948	1912	1856	1800	1726	1651	1596	1521	1448	1373	1318	1207				
74	2070	2031	1971	1912	1834	1755	1695	1616	1538	1459	1399	1282				
75	2191	2149	2087	2024	1940	1857	1794	1712	1628	1544	1482	1356				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	402	386	361	337	312	296	271	255	238	222	205	172	1	222	1	107
2	534	517	484	452	419	394	361	337	320	296	279	230	2	255	2	131
3	583	558	525	493	460	427	394	369	345	320	296	246	3	296	3	164
4	681	657	616	575	534	501	460	435	411	378	353	287	4	320	4	181
5	747	722	673	624	583	542	509	468	443	411	386	320	5	337	5	213
6	780	755	706	657	616	575	534	493	468	427	402	328	6	353	6	230
7	821	788	739	690	640	599	558	517	484	452	419	345	7	369	7	255
8	854	829	772	714	673	624	583	542	509	468	443	361	8	386	8	304
10	887	854	796	739	690	649	599	558	525	484	452	378	10	411	10	353
11	911	878	821	764	714	665	616	575	542	501	468	386	11	435	11	386
12	944	911	854	796	739	690	640	599	566	517	484	402	12	443	12	427
13	977	936	878	821	764	714	657	616	583	534	501	411	13	460	13	460
14	1002	969	903	837	788	731	681	632	599	550	517	427	14	493	14	509
15	1018	985	920	854	796	747	690	640	608	558	525	435	15	517	15	550
16	1026	993	928	862	805	755	698	649	616	566	525	435	16	534	16	608
17	1051	1010	944	878	821	764	706	665	624	575	542	443	17	558	17	640
18	1076	1034	969	903	846	788	731	681	640	591	550	452	18	583	18	698
19	1092	1051	985	920	854	796	739	690	649	599	558	460	19	616	19	739
20	1125	1084	1010	936	878	821	755	706	665	616	575	476	20	632	20	788
21	1149	1108	1034	961	903	837	780	722	681	632	591	484	21	657	21	895
22	1166	1125	1051	977	911	854	788	739	690	640	599	493	22	698		
23	1182	1141	1067	993	928	862	805	747	706	649	608	501	23	722		
24	1215	1166	1092	1018	952	887	821	764	722	665	624	517	24	755		
25	1223	1174	1100	1026	961	895	829	772	722	673	624	517	25	813		
26	1240	1199	1117	1034	969	903	837	780	739	681	640	525	26	887		
27	1256	1215	1133	1051	985	920	854	796	747	690	649	534				
28	1264	1223	1141	1059	993	928	854	796	755	698	649	534				
29	1289	1240	1158	1076	1010	936	870	813	764	706	657	542				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1297	1248	1166	1084	1018	944	878	813	772	714	665	550				
31	1314	1264	1182	1100	1026	961	887	829	780	722	673	558				
32	1338	1289	1207	1125	1051	977	903	846	796	739	690	566				
33	1355	1305	1223	1141	1067	993	920	854	805	747	698	575				
34	1379	1330	1240	1149	1076	1002	928	870	821	755	706	583				
35	1396	1346	1256	1166	1092	1018	944	878	829	764	714	591				
36	1412	1363	1273	1182	1108	1034	952	895	837	780	722	599				
37	1437	1387	1297	1207	1125	1051	977	911	854	788	739	608				
38	1461	1404	1314	1223	1141	1067	985	920	870	805	747	616				
39	1470	1412	1322	1232	1149	1067	993	928	870	805	755	624				
40	1486	1429	1338	1248	1166	1084	1002	936	887	813	764	632				
41	1502	1453	1355	1256	1182	1100	1018	952	895	829	772	640				
42	1519	1470	1371	1273	1190	1108	1026	961	903	837	780	640				
43	1543	1486	1387	1289	1207	1125	1043	969	920	846	788	649				
44	1552	1494	1396	1297	1215	1133	1051	977	920	854	796	657				
45	1576	1519	1420	1322	1240	1149	1067	993	936	870	813	665				
46	1593	1535	1437	1338	1248	1166	1076	1010	952	878	821	673				
47	1609	1552	1453	1355	1264	1174	1092	1018	961	887	829	681				
48	1634	1576	1470	1363	1281	1190	1100	1026	969	895	837	690				
49	1650	1593	1486	1379	1289	1207	1117	1043	977	903	846	698				
50	1667	1609	1502	1396	1305	1215	1125	1051	993	920	854	706				
51	1683	1626	1519	1412	1322	1232	1141	1067	1002	928	862	714				
52	1691	1634	1527	1420	1330	1240	1149	1067	1010	928	870	714				
53	1716	1650	1543	1437	1346	1248	1158	1084	1018	944	878	722				
54	1732	1667	1560	1453	1355	1264	1174	1092	1026	952	887	731				
55	1757	1699	1585	1470	1379	1281	1190	1108	1043	969	903	747				
56	1790	1724	1609	1494	1404	1305	1207	1125	1059	985	920	755				
57	1823	1757	1642	1527	1429	1330	1232	1149	1084	1002	936	772				
58	1880	1806	1691	1576	1470	1371	1273	1182	1117	1034	961	796				
59	1954	1880	1757	1634	1527	1420	1322	1232	1158	1076	1002	829				
60	2036	1962	1831	1699	1593	1486	1371	1281	1207	1117	1043	862				
61	2094	2020	1888	1757	1642	1527	1420	1322	1248	1149	1076	887				
62	2143	2061	1929	1798	1675	1560	1445	1355	1273	1174	1100	903				
63	2176	2102	1962	1823	1708	1593	1470	1371	1297	1199	1117	920				
64	2225	2143	2003	1864	1741	1626	1502	1404	1322	1223	1141	944				
65	2266	2184	2044	1905	1782	1658	1535	1429	1346	1248	1166	961				
66	2332	2250	2102	1954	1831	1699	1576	1470	1387	1281	1199	985				
67	2422	2340	2184	2028	1897	1765	1642	1527	1445	1330	1248	1026				
68	2512	2422	2266	2110	1970	1839	1699	1585	1494	1379	1289	1067				
69	2603	2512	2348	2184	2044	1905	1765	1642	1552	1429	1338	1100				
70	2701	2603	2430	2258	2118	1970	1823	1699	1601	1486	1387	1141				
71	2791	2685	2512	2340	2184	2036	1888	1757	1658	1535	1429	1182				
72	2882	2775	2594	2414	2258	2102	1946	1814	1716	1585	1478	1223				
73	2972	2865	2676	2488	2332	2167	2011	1872	1765	1634	1527	1256				
74	3062	2956	2759	2562	2397	2233	2069	1929	1823	1683	1576	1297				
75	3153	3038	2841	2644	2471	2299	2135	1987	1872	1732	1617	1338				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 460

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	34	33	32	31	30	29	28	26	25	24	23	21	1	26	1	9
2	44	43	42	41	39	37	36	35	33	31	30	28	2	35	2	11
3	56	55	53	50	48	46	45	43	41	39	37	34	3	40	3	15
4	64	63	61	59	57	55	53	49	47	45	43	39	4	44	4	19
5	71	70	68	66	63	61	59	56	53	50	48	44	5	50	5	22
6	79	77	75	73	70	67	65	62	59	56	54	48	6	57	6	29
7	88	85	83	81	77	74	72	68	65	62	60	55	7	62	7	35
8	94	93	90	87	83	79	77	73	70	66	64	59	8	67	8	41
10	102	100	97	94	90	87	83	79	75	72	69	63	10	72	10	53
11	108	106	103	100	96	92	89	84	80	76	73	67	11	78	11	64
12	113	111	108	105	101	96	93	89	84	80	77	70	12	85	12	74
13	117	115	112	109	104	100	97	92	88	83	79	73	13	92	13	88
14	124	121	117	114	109	104	101	96	92	87	83	76	14	99	14	103
15	129	127	123	118	114	109	105	101	96	91	87	79	15	109	15	125
16	134	132	128	124	118	113	110	105	100	95	91	83	16	119	16	151
17	139	137	133	129	124	118	114	109	104	98	95	87	17	133	17	181
18	145	142	138	134	129	123	118	113	108	102	98	90	18	144	18	216
19	149	146	142	138	132	127	123	116	111	105	101	93	19	158	19	259
20	153	150	146	142	136	130	126	119	114	108	104	95	20	175	20	307
21	159	156	151	147	141	135	130	125	118	112	107	99	21	195	21	424
22	164	161	156	150	144	138	134	128	122	115	110	101	22	219		
23	169	166	161	156	149	143	138	132	126	118	114	104	23	246		
24	173	170	165	160	153	146	142	135	129	122	117	107	24	284		
25	178	175	170	165	158	151	146	139	133	126	121	110	25	350		
26	184	180	175	170	163	156	150	143	137	130	125	114	26	430		
27	190	185	180	175	168	161	156	148	141	134	128	117				
28	196	192	186	181	173	166	161	152	145	138	133	122				
29	202	199	193	186	179	171	166	158	150	142	137	126				
30	208	204	198	192	184	176	170	162	155	146	140	129				
31	214	210	204	198	190	181	175	167	159	151	145	133				
32	220	216	210	204	196	187	180	172	164	156	149	137				
33	228	222	216	210	201	193	186	177	169	160	153	141				
34	233	228	221	215	206	197	191	181	173	164	158	144				
35	238	234	227	219	211	202	195	185	177	168	161	147				
36	244	240	233	226	216	207	200	191	181	172	165	151				
37	253	248	241	234	225	214	207	198	188	178	171	157				
38	263	258	250	243	233	222	215	205	196	185	178	163				
39	272	267	259	250	240	230	222	212	202	192	183	168				
40	280	275	267	259	248	238	230	218	208	198	190	173				
41	289	284	276	268	256	246	237	227	215	204	196	179				
42	299	293	284	276	265	253	244	233	221	210	202	184				
43	307	302	293	283	272	261	251	240	229	216	208	191				
44	316	310	301	291	280	268	259	246	235	222	213	196				
45	324	318	309	300	287	275	266	253	241	229	219	201				
46	336	329	319	310	297	284	275	262	249	236	227	208				
47	346	340	330	319	307	294	283	270	258	244	234	214				
48	357	350	340	330	316	303	293	279	265	251	241	221				
49	368	361	350	340	325	312	301	287	273	260	248	228				
50	377	370	359	349	335	320	309	295	280	266	255	234				
51	388	381	370	358	344	330	318	303	288	274	263	240				
52	399	391	380	369	353	338	327	312	297	281	270	247				
53	409	401	389	378	363	346	335	319	304	288	276	253				
54	425	417	405	392	376	361	348	332	316	300	287	263				
55	446	437	424	412	394	378	365	348	331	314	302	276				
56	470	460	447	434	416	398	384	367	349	331	317	290				
57	495	486	472	457	439	420	406	387	368	349	335	307				

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Tterritory 460

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	535	524	509	493	473	453	438	417	397	377	362	331				
59	592	581	564	548	525	503	485	462	440	418	401	367				
60	656	644	625	607	582	556	538	513	487	462	444	407				
61	717	703	683	662	636	608	587	560	533	506	485	444				
62	774	758	736	715	685	655	633	604	575	545	523	479				
63	830	815	791	767	735	705	680	649	617	585	561	514				
64	887	870	845	819	786	752	726	692	659	625	599	549				
65	945	926	899	872	836	800	774	737	701	665	639	584				
66	1030	1010	981	951	912	872	844	804	765	725	696	638				
67	1143	1122	1089	1056	1012	969	936	893	849	805	773	708				
68	1257	1233	1197	1161	1113	1065	1029	982	933	886	850	778				
69	1370	1344	1305	1266	1213	1162	1123	1070	1018	966	927	849				
70	1484	1455	1413	1371	1314	1258	1215	1159	1102	1045	1003	919				
71	1598	1567	1521	1476	1415	1354	1308	1247	1187	1126	1080	989				
72	1711	1678	1629	1581	1515	1450	1402	1336	1271	1206	1157	1059				
73	1824	1790	1738	1685	1616	1546	1495	1424	1355	1285	1234	1130				
74	1938	1901	1846	1790	1717	1643	1587	1513	1440	1366	1310	1200				
75	2052	2013	1954	1895	1817	1739	1680	1603	1524	1446	1387	1270				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	338	324	303	282	262	248	227	214	200	186	172	145	1	186	1	90
2	448	434	407	379	351	331	303	282	269	248	234	193	2	214	2	110
3	489	469	441	413	386	358	331	310	289	269	248	207	3	248	3	138
4	572	551	517	482	448	420	386	365	345	317	296	241	4	269	4	152
5	627	606	565	524	489	455	427	393	372	345	324	269	5	282	5	179
6	655	634	593	551	517	482	448	413	393	358	338	276	6	296	6	193
7	689	661	620	579	537	503	469	434	407	379	351	289	7	310	7	214
8	717	696	648	599	565	524	489	455	427	393	372	303	8	324	8	255
10	744	717	668	620	579	544	503	469	441	407	379	317	10	345	10	296
11	765	737	689	641	599	558	517	482	455	420	393	324	11	365	11	324
12	792	765	717	668	620	579	537	503	475	434	407	338	12	372	12	358
13	820	785	737	689	641	599	551	517	489	448	420	345	13	386	13	386
14	841	813	758	703	661	613	572	531	503	462	434	358	14	413	14	427
15	854	827	772	717	668	627	579	537	510	469	441	365	15	434	15	462
16	861	834	779	723	675	634	586	544	517	475	441	365	16	448	16	510
17	882	847	792	737	689	641	593	558	524	482	455	372	17	469	17	537
18	903	868	813	758	710	661	613	572	537	496	462	379	18	489	18	586
19	916	882	827	772	717	668	620	579	544	503	469	386	19	517	19	620
20	944	909	847	785	737	689	634	593	558	517	482	400	20	531	20	661
21	965	930	868	806	758	703	655	606	572	531	496	407	21	551	21	751
22	978	944	882	820	765	717	661	620	579	537	503	413	22	586		
23	992	958	896	834	779	723	675	627	593	544	510	420	23	606		
24	1020	978	916	854	799	744	689	641	606	558	524	434	24	634		
25	1027	985	923	861	806	751	696	648	606	565	524	434	25	682		
26	1040	1006	937	868	813	758	703	655	620	572	537	441	26	744		
27	1054	1020	951	882	827	772	717	668	627	579	544	448				
28	1061	1027	958	889	834	779	717	668	634	586	544	448				
29	1082	1040	971	903	847	785	730	682	641	593	551	455				

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TERRITORY 460

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1089	1047	978	909	854	792	737	682	648	599	558	462				
31	1102	1061	992	923	861	806	744	696	655	606	565	469				
32	1123	1082	1013	944	882	820	758	710	668	620	579	475				
33	1137	1096	1027	958	896	834	772	717	675	627	586	482				
34	1158	1116	1040	965	903	841	779	730	689	634	593	489				
35	1171	1130	1054	978	916	854	792	737	696	641	599	496				
36	1185	1144	1068	992	930	868	799	751	703	655	606	503				
37	1206	1164	1089	1013	944	882	820	765	717	661	620	510				
38	1226	1178	1102	1027	958	896	827	772	730	675	627	517				
39	1233	1185	1109	1034	965	896	834	779	730	675	634	524				
40	1247	1199	1123	1047	978	909	841	785	744	682	641	531				
41	1261	1220	1137	1054	992	923	854	799	751	696	648	537				
42	1275	1233	1151	1068	999	930	861	806	758	703	655	537				
43	1295	1247	1164	1082	1013	944	875	813	772	710	661	544				
44	1302	1254	1171	1089	1020	951	882	820	772	717	668	551				
45	1323	1275	1192	1109	1040	965	896	834	785	730	682	558				
46	1337	1288	1206	1123	1047	978	903	847	799	737	689	565				
47	1350	1302	1220	1137	1061	985	916	854	806	744	696	572				
48	1371	1323	1233	1144	1075	999	923	861	813	751	703	579				
49	1385	1337	1247	1158	1082	1013	937	875	820	758	710	586				
50	1399	1350	1261	1171	1096	1020	944	882	834	772	717	593				
51	1412	1364	1275	1185	1109	1034	958	896	841	779	723	599				
52	1419	1371	1282	1192	1116	1040	965	896	847	779	730	599				
53	1440	1385	1295	1206	1130	1047	971	909	854	792	737	606				
54	1454	1399	1309	1220	1137	1061	985	916	861	799	744	613				
55	1474	1426	1330	1233	1158	1075	999	930	875	813	758	627				
56	1502	1447	1350	1254	1178	1096	1013	944	889	827	772	634				
57	1530	1474	1378	1282	1199	1116	1034	965	909	841	785	648				
58	1578	1516	1419	1323	1233	1151	1068	992	937	868	806	668				
59	1640	1578	1474	1371	1282	1192	1109	1034	971	903	841	696				
60	1709	1647	1536	1426	1337	1247	1151	1075	1013	937	875	723				
61	1757	1695	1585	1474	1378	1282	1192	1109	1047	965	903	744				
62	1798	1729	1619	1509	1406	1309	1213	1137	1068	985	923	758				
63	1826	1764	1647	1530	1433	1337	1233	1151	1089	1006	937	772				
64	1867	1798	1681	1564	1461	1364	1261	1178	1109	1027	958	792				
65	1902	1833	1716	1598	1495	1392	1288	1199	1130	1047	978	806				
66	1957	1888	1764	1640	1536	1426	1323	1233	1164	1075	1006	827				
67	2033	1964	1833	1702	1592	1481	1378	1282	1213	1116	1047	861				
68	2108	2033	1902	1771	1654	1543	1426	1330	1254	1158	1082	896				
69	2184	2108	1971	1833	1716	1598	1481	1378	1302	1199	1123	923				
70	2267	2184	2039	1895	1778	1654	1530	1426	1344	1247	1164	958				
71	2343	2253	2108	1964	1833	1709	1585	1474	1392	1288	1199	992				
72	2418	2329	2177	2026	1895	1764	1633	1523	1440	1330	1240	1027				
73	2494	2405	2246	2088	1957	1819	1688	1571	1481	1371	1282	1054				
74	2570	2480	2315	2150	2012	1874	1736	1619	1530	1412	1323	1089				
75	2646	2549	2384	2219	2074	1929	1791	1667	1571	1454	1357	1123				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 470

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	50	48	47	45	44	42	41	38	36	35	33	30	1	38	1	14
2	65	63	62	60	57	54	53	51	48	45	44	41	2	51	2	17
3	81	80	77	74	71	68	66	63	60	57	54	50	3	59	3	23
4	93	92	89	86	83	80	77	72	69	66	63	57	4	65	4	27
5	104	102	99	96	92	89	86	81	77	74	71	65	5	74	5	32
6	116	113	110	107	102	98	95	90	86	81	78	71	6	83	6	42
7	128	125	122	119	113	108	105	99	95	90	87	80	7	90	7	51
8	137	135	131	126	122	116	113	107	102	96	93	86	8	98	8	60
10	149	146	141	137	131	126	122	116	110	105	101	92	10	105	10	77
11	158	155	150	146	140	134	129	123	117	111	107	98	11	114	11	93
12	165	162	158	153	147	140	135	129	123	117	113	102	12	125	12	108
13	171	168	164	159	152	146	141	134	128	122	116	107	13	134	13	128
14	180	176	171	167	159	152	147	140	134	126	122	111	14	144	14	150
15	188	185	179	173	167	159	153	147	140	132	126	116	15	159	15	182
16	195	192	186	180	173	165	161	153	146	138	132	122	16	174	16	221
17	203	200	194	188	180	173	167	159	152	143	138	126	17	194	17	264
18	212	207	201	195	188	179	173	165	158	149	143	131	18	210	18	315
19	218	213	207	201	192	185	179	170	162	153	147	135	19	230	19	377
20	224	219	213	207	198	189	183	174	167	158	152	138	20	255	20	447
21	231	227	221	215	206	197	189	182	173	164	156	144	21	284	21	618
22	239	234	227	219	210	201	195	186	177	168	161	147	22	320		
23	246	242	234	227	218	209	201	192	183	173	167	152	23	359		
24	252	248	240	233	224	213	207	197	188	177	171	156	24	414		
25	260	255	248	240	230	221	213	203	194	183	176	161	25	510		
26	269	263	255	248	237	227	219	209	200	189	182	167	26	626		
27	276	270	263	255	245	234	227	216	206	195	186	171				
28	285	279	272	264	252	242	234	222	212	201	194	177				
29	294	290	281	272	261	249	242	230	219	207	200	183				
30	303	297	288	279	269	257	248	236	225	213	204	188				
31	312	306	297	288	276	264	255	243	231	221	212	194				
32	321	315	306	297	285	273	263	251	239	227	218	200				
33	332	324	315	306	293	281	272	258	246	233	224	206				
34	339	332	323	314	300	287	278	264	252	239	230	210				
35	347	341	330	320	308	294	284	270	258	245	234	215				
36	356	350	339	329	315	302	291	278	264	251	240	221				
37	369	362	351	341	327	312	302	288	275	260	249	228				
38	383	375	365	354	339	324	314	299	285	270	260	237				
39	396	389	377	365	350	335	324	309	294	279	267	245				
40	408	401	389	377	362	347	335	318	303	288	276	252				
41	422	414	402	390	374	359	345	330	314	297	285	261				
42	435	426	414	402	386	369	356	339	323	306	294	269				
43	447	440	426	413	396	380	366	350	333	315	303	278				
44	461	452	438	425	408	390	377	359	342	324	311	285				
45	473	464	450	437	419	401	387	369	351	333	320	293				
46	489	479	465	452	432	414	401	381	363	344	330	303				
47	504	495	480	465	447	428	413	393	375	356	341	312				
48	521	510	495	480	461	441	426	407	386	366	351	323				
49	536	525	510	495	474	455	438	419	398	378	362	332				
50	549	539	524	509	488	467	450	429	408	387	372	341				
51	566	555	539	522	501	480	464	441	420	399	383	350				
52	581	570	554	537	515	492	476	455	432	410	393	360				
53	596	584	567	551	528	504	488	465	443	420	402	369				
54	620	608	590	572	548	525	507	483	461	437	419	383				
55	650	636	618	600	575	551	531	507	482	458	440	402				
56	684	671	651	632	606	579	560	534	509	482	462	423				
57	722	708	687	666	639	612	591	564	536	509	488	447				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	779	764	741	719	689	660	638	608	578	549	527	482				
59	863	846	822	798	765	732	707	674	641	609	584	534				
60	956	938	911	884	848	810	783	747	710	674	647	593				
61	1044	1025	995	965	926	885	855	816	776	737	707	647				
62	1127	1104	1073	1041	998	954	923	879	837	794	762	698				
63	1209	1187	1152	1118	1071	1026	990	945	899	852	818	749				
64	1292	1268	1230	1193	1145	1095	1058	1008	960	911	873	800				
65	1376	1349	1310	1271	1218	1166	1127	1074	1022	969	930	851				
66	1500	1472	1428	1385	1328	1271	1229	1172	1115	1056	1014	929				
67	1665	1634	1586	1538	1475	1412	1364	1301	1236	1173	1125	1031				
68	1830	1796	1743	1691	1622	1551	1499	1430	1359	1290	1238	1133				
69	1995	1958	1901	1844	1767	1692	1635	1559	1482	1407	1350	1236				
70	2162	2120	2058	1997	1914	1832	1770	1688	1605	1523	1461	1338				
71	2327	2282	2216	2150	2061	1973	1905	1817	1728	1640	1574	1440				
72	2492	2444	2373	2303	2207	2112	2042	1946	1851	1757	1685	1542				
73	2657	2607	2531	2454	2354	2252	2177	2075	1974	1872	1797	1646				
74	2823	2769	2688	2607	2501	2393	2312	2204	2097	1989	1908	1748				
75	2988	2931	2846	2760	2646	2532	2447	2334	2220	2106	2021	1850				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	347	333	312	290	269	255	234	219	205	191	177	149	1	191	1	92
2	460	446	418	389	361	340	312	290	276	255	241	198	2	219	2	113
3	503	481	453	425	396	368	340	319	297	276	255	212	3	255	3	142
4	588	566	531	496	460	432	396	375	354	326	304	248	4	276	4	156
5	644	623	581	538	503	467	439	404	382	354	333	276	5	290	5	184
6	673	651	609	566	531	496	460	425	404	368	347	283	6	304	6	198
7	708	680	637	595	552	517	481	446	418	389	361	297	7	319	7	219
8	736	715	666	616	581	538	503	467	439	404	382	312	8	333	8	262
10	765	736	687	637	595	559	517	481	453	418	389	326	10	354	10	304
11	786	758	708	658	616	573	531	496	467	432	404	333	11	375	11	333
12	814	786	736	687	637	595	552	517	489	446	418	347	12	382	12	368
13	843	807	758	708	658	616	566	531	503	460	432	354	13	396	13	396
14	864	835	779	722	680	630	588	545	517	474	446	368	14	425	14	439
15	878	850	793	736	687	644	595	552	524	481	453	375	15	446	15	474
16	885	857	800	743	694	651	602	559	531	489	453	375	16	460	16	524
17	906	871	814	758	708	658	609	573	538	496	467	382	17	481	17	552
18	927	892	835	779	729	680	630	588	552	510	474	389	18	503	18	602
19	942	906	850	793	736	687	637	595	559	517	481	396	19	531	19	637
20	970	935	871	807	758	708	651	609	573	531	496	411	20	545	20	680
21	991	956	892	828	779	722	673	623	588	545	510	418	21	566	21	772
22	1005	970	906	843	786	736	680	637	595	552	517	425	22	602		
23	1020	984	920	857	800	743	694	644	609	559	524	432	23	623		
24	1048	1005	942	878	821	765	708	658	623	573	538	446	24	651		
25	1055	1012	949	885	828	772	715	666	623	581	538	446	25	701		
26	1069	1034	963	892	835	779	722	673	637	588	552	453	26	765		
27	1083	1048	977	906	850	793	736	687	644	595	559	460				
28	1090	1055	984	913	857	800	736	687	651	602	559	460				
29	1112	1069	998	927	871	807	750	701	658	609	566	467				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1119	1076	1005	935	878	814	758	701	666	616	573	474				
31	1133	1090	1020	949	885	828	765	715	673	623	581	481				
32	1154	1112	1041	970	906	843	779	729	687	637	595	489				
33	1168	1126	1055	984	920	857	793	736	694	644	602	496				
34	1189	1147	1069	991	927	864	800	750	708	651	609	503				
35	1204	1161	1083	1005	942	878	814	758	715	658	616	510				
36	1218	1175	1097	1020	956	892	821	772	722	673	623	517				
37	1239	1197	1119	1041	970	906	843	786	736	680	637	524				
38	1260	1211	1133	1055	984	920	850	793	750	694	644	531				
39	1267	1218	1140	1062	991	920	857	800	750	694	651	538				
40	1281	1232	1154	1076	1005	935	864	807	765	701	658	545				
41	1296	1253	1168	1083	1020	949	878	821	772	715	666	552				
42	1310	1267	1182	1097	1027	956	885	828	779	722	673	552				
43	1331	1281	1197	1112	1041	970	899	835	793	729	680	559				
44	1338	1289	1204	1119	1048	977	906	843	793	736	687	566				
45	1359	1310	1225	1140	1069	991	920	857	807	750	701	573				
46	1374	1324	1239	1154	1076	1005	927	871	821	758	708	581				
47	1388	1338	1253	1168	1090	1012	942	878	828	765	715	588				
48	1409	1359	1267	1175	1104	1027	949	885	835	772	722	595				
49	1423	1374	1281	1189	1112	1041	963	899	843	779	729	602				
50	1437	1388	1296	1204	1126	1048	970	906	857	793	736	609				
51	1451	1402	1310	1218	1140	1062	984	920	864	800	743	616				
52	1458	1409	1317	1225	1147	1069	991	920	871	800	750	616				
53	1480	1423	1331	1239	1161	1076	998	935	878	814	758	623				
54	1494	1437	1345	1253	1168	1090	1012	942	885	821	765	630				
55	1515	1466	1366	1267	1189	1104	1027	956	899	835	779	644				
56	1543	1487	1388	1289	1211	1126	1041	970	913	850	793	651				
57	1572	1515	1416	1317	1232	1147	1062	991	935	864	807	666				
58	1621	1558	1458	1359	1267	1182	1097	1020	963	892	828	687				
59	1685	1621	1515	1409	1317	1225	1140	1062	998	927	864	715				
60	1756	1692	1579	1466	1374	1281	1182	1104	1041	963	899	743				
61	1805	1742	1628	1515	1416	1317	1225	1140	1076	991	927	765				
62	1848	1777	1664	1551	1444	1345	1246	1168	1097	1012	949	779				
63	1876	1812	1692	1572	1473	1374	1267	1182	1119	1034	963	793				
64	1919	1848	1728	1607	1501	1402	1296	1211	1140	1055	984	814				
65	1954	1883	1763	1643	1536	1430	1324	1232	1161	1076	1005	828				
66	2011	1940	1812	1685	1579	1466	1359	1267	1197	1104	1034	850				
67	2089	2018	1883	1749	1635	1522	1416	1317	1246	1147	1076	885				
68	2166	2089	1954	1820	1699	1586	1466	1366	1289	1189	1112	920				
69	2244	2166	2025	1883	1763	1643	1522	1416	1338	1232	1154	949				
70	2329	2244	2096	1947	1827	1699	1572	1466	1381	1281	1197	984				
71	2407	2315	2166	2018	1883	1756	1628	1515	1430	1324	1232	1020				
72	2485	2393	2237	2082	1947	1812	1678	1565	1480	1366	1274	1055				
73	2563	2471	2308	2145	2011	1869	1735	1614	1522	1409	1317	1083				
74	2641	2549	2379	2209	2067	1926	1784	1664	1572	1451	1359	1119				
75	2719	2620	2450	2280	2131	1982	1841	1713	1614	1494	1395	1154				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 480

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	53	52	50	48	47	45	43	40	39	37	35	32	1	40	1	14
2	69	68	66	64	61	58	56	55	52	48	47	43	2	55	2	18
3	87	85	82	79	76	72	71	68	64	61	58	53	3	63	3	24
4	100	98	95	92	89	85	82	77	74	71	68	61	4	69	4	29
5	111	109	106	103	98	95	92	87	82	79	76	69	5	79	5	34
6	124	121	118	114	109	105	101	97	92	87	84	76	6	89	6	45
7	137	134	130	127	121	116	113	106	101	97	93	85	7	97	7	55
8	147	145	140	135	130	124	121	114	109	103	100	92	8	105	8	64
10	159	156	151	147	140	135	130	124	118	113	108	98	10	113	10	82
11	169	166	161	156	150	143	138	132	126	119	114	105	11	122	11	100
12	177	174	169	164	158	150	145	138	132	126	121	109	12	134	12	116
13	184	180	175	171	163	156	151	143	137	130	124	114	13	143	13	137
14	193	188	184	179	171	163	158	150	143	135	130	119	14	155	14	161
15	201	198	192	185	179	171	164	158	150	142	135	124	15	171	15	195
16	209	206	200	193	185	177	172	164	156	148	142	130	16	187	16	237
17	217	214	208	201	193	185	179	171	163	153	148	135	17	208	17	283
18	227	222	216	209	201	192	185	177	169	159	153	140	18	225	18	338
19	233	229	222	216	206	198	192	182	174	164	158	145	19	246	19	404
20	240	235	229	222	213	203	196	187	179	169	163	148	20	274	20	480
21	248	243	237	230	221	211	203	195	185	175	167	155	21	304	21	663
22	256	251	243	235	225	216	209	200	190	180	172	158	22	343		
23	264	259	251	243	233	224	216	206	196	185	179	163	23	385		
24	270	266	258	250	240	229	222	211	201	190	184	167	24	444		
25	279	274	266	258	246	237	229	217	208	196	188	172	25	547		
26	288	282	274	266	254	243	235	224	214	203	195	179	26	671		
27	296	290	282	274	262	251	243	232	221	209	200	184				
28	306	299	291	283	270	259	251	238	227	216	208	190				
29	316	311	301	291	280	267	259	246	235	222	214	196				
30	325	319	309	299	288	275	266	253	242	229	219	201				
31	335	328	319	309	296	283	274	261	248	237	227	208				
32	345	338	328	319	306	293	282	269	256	243	233	214				
33	356	348	338	328	314	301	291	277	264	250	240	221				
34	364	356	346	336	322	308	298	283	270	256	246	225				
35	372	365	354	343	330	316	304	290	277	262	251	230				
36	382	375	364	353	338	324	312	298	283	269	258	237				
37	396	388	377	365	351	335	324	309	295	279	267	245				
38	411	403	391	380	364	348	336	320	306	290	279	254				
39	425	417	404	391	375	359	348	332	316	299	287	262				
40	438	430	417	404	388	372	359	341	325	309	296	270				
41	452	444	431	419	401	385	370	354	336	319	306	280				
42	467	457	444	431	414	396	382	364	346	328	316	288				
43	480	472	457	443	425	407	393	375	357	338	325	298				
44	494	485	470	456	438	419	404	385	367	348	333	306				
45	507	497	483	469	449	430	415	396	377	357	343	314				
46	525	514	499	485	464	444	430	409	390	369	354	325				
47	541	531	515	499	480	459	443	422	403	382	365	335				
48	559	547	531	515	494	473	457	436	414	393	377	346				
49	575	564	547	531	509	488	470	449	427	406	388	356				
50	589	578	562	546	523	501	483	460	438	415	399	365				
51	607	596	578	560	538	515	497	473	451	428	411	375				
52	623	612	594	576	552	528	510	488	464	440	422	386				
53	639	626	609	591	567	541	523	499	475	451	431	396				
54	665	652	633	613	588	564	544	518	494	469	449	411				
55	697	683	663	644	617	591	570	544	517	491	472	431				
56	734	720	699	678	650	621	601	573	546	517	496	454				
57	774	760	737	715	686	657	634	605	575	546	523	480				

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FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	836	819	795	771	739	708	684	652	620	589	565	517				
59	926	908	882	857	821	786	758	723	687	654	626	573				
60	1026	1006	977	948	910	869	840	802	762	723	694	636				
61	1121	1100	1067	1035	993	950	918	876	832	791	758	694				
62	1209	1185	1151	1117	1071	1024	990	943	898	852	818	749				
63	1298	1274	1236	1199	1150	1101	1063	1014	964	914	877	803				
64	1386	1360	1320	1280	1228	1175	1135	1082	1030	977	937	858				
65	1476	1447	1406	1364	1307	1251	1209	1153	1096	1040	998	913				
66	1610	1579	1533	1486	1425	1364	1319	1257	1196	1133	1088	997				
67	1787	1753	1702	1650	1583	1515	1463	1396	1327	1259	1208	1106				
68	1964	1927	1871	1814	1740	1665	1608	1534	1459	1385	1328	1216				
69	2141	2101	2040	1979	1897	1816	1755	1673	1591	1510	1449	1327				
70	2320	2275	2209	2143	2054	1966	1900	1811	1723	1634	1568	1436				
71	2497	2449	2378	2307	2212	2117	2045	1950	1855	1760	1689	1546				
72	2674	2623	2547	2471	2368	2267	2191	2088	1987	1885	1808	1655				
73	2851	2798	2716	2634	2526	2417	2336	2227	2119	2009	1929	1766				
74	3030	2972	2885	2798	2684	2568	2481	2365	2251	2135	2048	1876				
75	3207	3146	3054	2962	2840	2718	2626	2505	2383	2260	2169	1985				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	316	303	284	264	245	232	213	200	187	174	161	135	1	174	1	84
2	419	406	381	355	329	310	284	264	252	232	219	181	2	200	2	103
3	458	439	413	387	361	335	310	290	271	252	232	194	3	232	3	129
4	535	516	484	452	419	393	361	342	323	297	277	226	4	252	4	142
5	587	568	529	490	458	426	400	368	348	323	303	252	5	264	5	168
6	613	593	555	516	484	452	419	387	368	335	316	258	6	277	6	181
7	645	619	581	542	503	471	439	406	381	355	329	271	7	290	7	200
8	671	651	606	561	529	490	458	426	400	368	348	284	8	303	8	239
10	697	671	626	581	542	510	471	439	413	381	355	297	10	323	10	277
11	716	690	645	600	561	522	484	452	426	393	368	303	11	342	11	303
12	742	716	671	626	581	542	503	471	445	406	381	316	12	348	12	335
13	768	735	690	645	600	561	516	484	458	419	393	323	13	361	13	361
14	787	761	710	658	619	574	535	497	471	432	406	335	14	387	14	400
15	800	774	722	671	626	587	542	503	477	439	413	342	15	406	15	432
16	806	780	729	677	632	593	548	510	484	445	413	342	16	419	16	477
17	826	793	742	690	645	600	555	522	490	452	426	348	17	439	17	503
18	845	813	761	710	664	619	574	535	503	464	432	355	18	458	18	548
19	858	826	774	722	671	626	581	542	510	471	439	361	19	484	19	581
20	884	851	793	735	690	645	593	555	522	484	452	374	20	497	20	619
21	903	871	813	755	710	658	613	568	535	497	464	381	21	516	21	703
22	916	884	826	768	716	671	619	581	542	503	471	387	22	548		
23	929	897	839	780	729	677	632	587	555	510	477	393	23	568		
24	955	916	858	800	748	697	645	600	568	522	490	406	24	593		
25	961	922	864	806	755	703	651	606	568	529	490	406	25	639		
26	974	942	877	813	761	710	658	613	581	535	503	413	26	697		
27	987	955	890	826	774	722	671	626	587	542	510	419				
28	993	961	897	832	780	729	671	626	593	548	510	419				
29	1013	974	909	845	793	735	684	639	600	555	516	426				

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COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1019	980	916	851	800	742	690	639	606	561	522	432				
31	1032	993	929	864	806	755	697	651	613	568	529	439				
32	1051	1013	948	884	826	768	710	664	626	581	542	445				
33	1064	1026	961	897	839	780	722	671	632	587	548	452				
34	1084	1045	974	903	845	787	729	684	645	593	555	458				
35	1097	1058	987	916	858	800	742	690	651	600	561	464				
36	1109	1071	1000	929	871	813	748	703	658	613	568	471				
37	1129	1090	1019	948	884	826	768	716	671	619	581	477				
38	1148	1103	1032	961	897	839	774	722	684	632	587	484				
39	1155	1109	1038	968	903	839	780	729	684	632	593	490				
40	1167	1122	1051	980	916	851	787	735	697	639	600	497				
41	1180	1142	1064	987	929	864	800	748	703	651	606	503				
42	1193	1155	1077	1000	935	871	806	755	710	658	613	503				
43	1213	1167	1090	1013	948	884	819	761	722	664	619	510				
44	1219	1174	1097	1019	955	890	826	768	722	671	626	516				
45	1238	1193	1116	1038	974	903	839	780	735	684	639	522				
46	1251	1206	1129	1051	980	916	845	793	748	690	645	529				
47	1264	1219	1142	1064	993	922	858	800	755	697	651	535				
48	1284	1238	1155	1071	1006	935	864	806	761	703	658	542				
49	1296	1251	1167	1084	1013	948	877	819	768	710	664	548				
50	1309	1264	1180	1097	1026	955	884	826	780	722	671	555				
51	1322	1277	1193	1109	1038	968	897	839	787	729	677	561				
52	1329	1284	1200	1116	1045	974	903	839	793	729	684	561				
53	1348	1296	1213	1129	1058	980	909	851	800	742	690	568				
54	1361	1309	1226	1142	1064	993	922	858	806	748	697	574				
55	1380	1335	1245	1155	1084	1006	935	871	819	761	710	587				
56	1406	1355	1264	1174	1103	1026	948	884	832	774	722	593				
57	1432	1380	1290	1200	1122	1045	968	903	851	787	735	606				
58	1477	1419	1329	1238	1155	1077	1000	929	877	813	755	626				
59	1535	1477	1380	1284	1200	1116	1038	968	909	845	787	651				
60	1600	1542	1438	1335	1251	1167	1077	1006	948	877	819	677				
61	1645	1587	1484	1380	1290	1200	1116	1038	980	903	845	697				
62	1683	1619	1516	1413	1316	1226	1135	1064	1000	922	864	710				
63	1709	1651	1542	1432	1342	1251	1155	1077	1019	942	877	722				
64	1748	1683	1574	1464	1367	1277	1180	1103	1038	961	897	742				
65	1780	1716	1606	1496	1400	1303	1206	1122	1058	980	916	755				
66	1832	1767	1651	1535	1438	1335	1238	1155	1090	1006	942	774				
67	1903	1838	1716	1593	1490	1387	1290	1200	1135	1045	980	806				
68	1974	1903	1780	1658	1548	1445	1335	1245	1174	1084	1013	839				
69	2045	1974	1845	1716	1606	1496	1387	1290	1219	1122	1051	864				
70	2122	2045	1909	1774	1664	1548	1432	1335	1258	1167	1090	897				
71	2193	2109	1974	1838	1716	1600	1484	1380	1303	1206	1122	929				
72	2264	2180	2038	1896	1774	1651	1529	1425	1348	1245	1161	961				
73	2335	2251	2103	1954	1832	1703	1580	1471	1387	1284	1200	987				
74	2406	2322	2167	2012	1883	1754	1625	1516	1432	1322	1238	1019				
75	2477	2387	2232	2077	1941	1806	1677	1561	1471	1361	1271	1051				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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TERRITORY 490

FULL COVERAGE COMPREHENSIVE (001)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	36	35	34	33	32	31	30	28	26	25	24	22	1	28	1	10
2	47	46	45	44	42	40	39	37	35	33	32	30	2	37	2	12
3	59	58	56	54	52	50	48	46	44	42	40	36	3	43	3	17
4	68	67	65	63	61	58	56	53	51	48	46	42	4	47	4	20
5	76	75	73	70	67	65	63	59	56	54	52	47	5	54	5	23
6	85	83	80	78	75	72	69	66	63	59	57	52	6	61	6	31
7	94	91	89	87	83	79	77	73	69	66	64	58	7	66	7	37
8	100	99	96	92	89	85	83	78	75	70	68	63	8	72	8	44
10	109	107	103	100	96	92	89	85	80	77	74	67	10	77	10	56
11	116	113	110	107	102	98	95	90	86	81	78	72	11	84	11	68
12	121	119	116	112	108	102	99	95	90	86	83	75	12	91	12	79
13	125	123	120	117	111	107	103	98	94	89	85	78	13	98	13	94
14	132	129	125	122	117	111	108	102	98	92	89	81	14	106	14	110
15	138	135	131	127	122	117	112	108	102	97	92	85	15	117	15	133
16	143	141	136	132	127	121	118	112	107	101	97	89	16	128	16	162
17	149	146	142	138	132	127	122	117	111	105	101	92	17	142	17	194
18	155	152	147	143	138	131	127	121	116	109	105	96	18	154	18	231
19	160	156	152	147	141	135	131	124	119	112	108	99	19	168	19	276
20	164	161	156	152	145	139	134	128	122	116	111	101	20	187	20	328
21	169	166	162	157	151	144	139	133	127	120	114	106	21	208	21	453
22	175	172	166	161	154	147	143	136	130	123	118	108	22	234		
23	180	177	172	166	160	153	147	141	134	127	122	111	23	263		
24	185	182	176	171	164	156	152	144	138	130	125	114	24	304		
25	190	187	182	176	168	162	156	149	142	134	129	118	25	374		
26	197	193	187	182	174	166	161	153	146	139	133	122	26	459		
27	202	198	193	187	179	172	166	158	151	143	136	125				
28	209	205	199	194	185	177	172	163	155	147	142	130				
29	216	212	206	199	191	183	177	168	161	152	146	134				
30	222	218	211	205	197	188	182	173	165	156	150	138				
31	229	224	218	211	202	194	187	178	169	162	155	142				
32	235	231	224	218	209	200	193	184	175	166	160	146				
33	243	238	231	224	215	206	199	189	180	171	164	151				
34	249	243	237	230	220	210	204	194	185	175	168	154				
35	254	250	242	234	226	216	208	198	189	179	172	157				
36	261	256	249	241	231	221	213	204	194	184	176	162				
37	271	265	257	250	240	229	221	211	201	190	183	167				
38	281	275	267	260	249	238	230	219	209	198	190	174				
39	290	285	276	267	256	245	238	227	216	205	196	179				
40	299	294	285	276	265	254	245	233	222	211	202	185				
41	309	304	295	286	274	263	253	242	230	218	209	191				
42	319	312	304	295	283	271	261	249	237	224	216	197				
43	328	322	312	303	290	278	268	256	244	231	222	204				
44	338	331	321	311	299	286	276	263	251	238	228	209				
45	347	340	330	320	307	294	284	271	257	244	234	215				
46	359	351	341	331	317	304	294	279	266	252	242	222				
47	370	363	352	341	328	314	303	288	275	261	250	229				
48	382	374	363	352	338	323	312	298	283	268	257	237				
49	393	385	374	363	348	333	321	307	292	277	265	243				
50	403	395	384	373	358	342	330	315	299	284	273	250				
51	415	407	395	383	367	352	340	323	308	293	281	256				
52	426	418	406	394	377	361	349	333	317	300	288	264				
53	437	428	416	404	387	370	358	341	325	308	295	271				
54	454	446	432	419	402	385	372	354	338	320	307	281				
55	476	466	453	440	421	404	389	372	353	336	322	295				
56	502	492	477	463	444	425	410	392	373	353	339	310				
57	529	519	504	488	469	449	433	414	393	373	358	328				

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FULL COVERAGE COMPREHENSIVE (001)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
58	571	560	543	527	505	484	468	446	424	403	386	353				
59	633	620	603	585	561	537	518	494	470	447	428	392				
60	701	688	668	648	622	594	574	548	520	494	474	435				
61	766	751	729	707	679	649	627	598	569	540	518	474				
62	826	810	787	763	732	700	677	645	614	582	559	512				
63	887	870	845	820	785	752	726	693	659	625	600	549				
64	947	930	902	875	839	803	776	739	704	668	640	586				
65	1009	989	960	932	893	855	826	788	749	711	682	624				
66	1100	1079	1047	1015	974	932	901	859	817	774	744	681				
67	1221	1198	1163	1128	1081	1035	1000	954	906	860	825	756				
68	1342	1317	1278	1240	1189	1137	1099	1048	997	946	908	831				
69	1463	1436	1394	1352	1296	1241	1199	1143	1087	1032	990	906				
70	1585	1554	1509	1464	1404	1343	1298	1238	1177	1117	1071	981				
71	1706	1673	1625	1576	1511	1447	1397	1332	1267	1202	1154	1056				
72	1827	1792	1740	1689	1618	1549	1497	1427	1357	1288	1235	1131				
73	1948	1912	1856	1800	1726	1651	1596	1521	1448	1373	1318	1207				
74	2070	2031	1971	1912	1834	1755	1695	1616	1538	1459	1399	1282				
75	2191	2149	2087	2024	1940	1857	1794	1712	1628	1544	1482	1356				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

COLLISION DEDUCTIBLE AMOUNT $100 (074)

Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
1	320	307	287	268	248	235	215	202	189	176	163	137	1	176	1	85
2	424	411	385	359	333	313	287	268	255	235	222	183	2	202	2	104
3	464	444	418	392	366	340	313	294	274	255	235	196	3	235	3	131
4	542	522	490	457	424	398	366	346	327	300	281	229	4	255	4	144
5	594	575	535	496	464	431	405	372	353	327	307	255	5	268	5	170
6	620	601	562	522	490	457	424	392	372	340	320	261	6	281	6	183
7	653	627	588	549	509	477	444	411	385	359	333	274	7	294	7	202
8	679	660	614	568	535	496	464	431	405	372	353	287	8	307	8	242
10	705	679	633	588	549	516	477	444	418	385	359	300	10	327	10	281
11	725	699	653	607	568	529	490	457	431	398	372	307	11	346	11	307
12	751	725	679	633	588	549	509	477	451	411	385	320	12	353	12	340
13	777	744	699	653	607	568	522	490	464	424	398	327	13	366	13	366
14	797	771	718	666	627	581	542	503	477	438	411	340	14	392	14	405
15	810	784	731	679	633	594	549	509	483	444	418	346	15	411	15	438
16	816	790	738	686	640	601	555	516	490	451	418	346	16	424	16	483
17	836	803	751	699	653	607	562	529	496	457	431	353	17	444	17	509
18	855	823	771	718	673	627	581	542	509	470	438	359	18	464	18	555
19	868	836	784	731	679	633	588	549	516	477	444	366	19	490	19	588
20	895	862	803	744	699	653	601	562	529	490	457	379	20	503	20	627
21	914	882	823	764	718	666	620	575	542	503	470	385	21	522	21	712
22	927	895	836	777	725	679	627	588	549	509	477	392	22	555		
23	940	908	849	790	738	686	640	594	562	516	483	398	23	575		
24	966	927	868	810	757	705	653	607	575	529	496	411	24	601		
25	973	934	875	816	764	712	660	614	575	535	496	411	25	646		
26	986	953	888	823	771	718	666	620	588	542	509	418	26	705		
27	999	966	901	836	784	731	679	633	594	549	516	424				
28	1006	973	908	842	790	738	679	633	601	555	516	424				
29	1025	986	921	855	803	744	692	646	607	562	522	431				

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TERRITORY 490

COLLISION DEDUCTIBLE AMOUNT $100 (074)																
Symbol (a)	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2011-2015	Symbol (b)	1990-2010	Symbol (c)	1989 & Prior
30	1032	993	927	862	810	751	699	646	614	568	529	438				
31	1045	1006	940	875	816	764	705	660	620	575	535	444				
32	1064	1025	960	895	836	777	718	673	633	588	549	451				
33	1077	1038	973	908	849	790	731	679	640	594	555	457				
34	1097	1058	986	914	855	797	738	692	653	601	562	464				
35	1110	1071	999	927	868	810	751	699	660	607	568	470				
36	1123	1084	1012	940	882	823	757	712	666	620	575	477				
37	1143	1104	1032	960	895	836	777	725	679	627	588	483				
38	1162	1117	1045	973	908	849	784	731	692	640	594	490				
39	1169	1123	1051	980	914	849	790	738	692	640	601	496				
40	1182	1136	1064	993	927	862	797	744	705	646	607	503				
41	1195	1156	1077	999	940	875	810	757	712	660	614	509				
42	1208	1169	1091	1012	947	882	816	764	718	666	620	509				
43	1228	1182	1104	1025	960	895	829	771	731	673	627	516				
44	1234	1188	1110	1032	966	901	836	777	731	679	633	522				
45	1254	1208	1130	1051	986	914	849	790	744	692	646	529				
46	1267	1221	1143	1064	993	927	855	803	757	699	653	535				
47	1280	1234	1156	1077	1006	934	868	810	764	705	660	542				
48	1299	1254	1169	1084	1019	947	875	816	771	712	666	549				
49	1313	1267	1182	1097	1025	960	888	829	777	718	673	555				
50	1326	1280	1195	1110	1038	966	895	836	790	731	679	562				
51	1339	1293	1208	1123	1051	980	908	849	797	738	686	568				
52	1345	1299	1215	1130	1058	986	914	849	803	738	692	568				
53	1365	1313	1228	1143	1071	993	921	862	810	751	699	575				
54	1378	1326	1241	1156	1077	1006	934	868	816	757	705	581				
55	1397	1352	1260	1169	1097	1019	947	882	829	771	718	594				
56	1424	1371	1280	1188	1117	1038	960	895	842	784	731	601				
57	1450	1397	1306	1215	1136	1058	980	914	862	797	744	614				
58	1495	1437	1345	1254	1169	1091	1012	940	888	823	764	633				
59	1554	1495	1397	1299	1215	1130	1051	980	921	855	797	660				
60	1619	1561	1456	1352	1267	1182	1091	1019	960	888	829	686				
61	1665	1606	1502	1397	1306	1215	1130	1051	993	914	855	705				
62	1704	1639	1535	1430	1332	1241	1149	1077	1012	934	875	718				
63	1730	1672	1561	1450	1358	1267	1169	1091	1032	953	888	731				
64	1770	1704	1593	1482	1384	1293	1195	1117	1051	973	908	751				
65	1802	1737	1626	1515	1417	1319	1221	1136	1071	993	927	764				
66	1855	1789	1672	1554	1456	1352	1254	1169	1104	1019	953	784				
67	1926	1861	1737	1613	1508	1404	1306	1215	1149	1058	993	816				
68	1998	1926	1802	1678	1567	1463	1352	1260	1188	1097	1025	849				
69	2070	1998	1868	1737	1626	1515	1404	1306	1234	1136	1064	875				
70	2148	2070	1933	1796	1685	1567	1450	1352	1273	1182	1104	908				
71	2220	2135	1998	1861	1737	1619	1502	1397	1319	1221	1136	940				
72	2292	2207	2063	1920	1796	1672	1548	1443	1365	1260	1175	973				
73	2364	2279	2129	1979	1855	1724	1600	1489	1404	1299	1215	999				
74	2436	2351	2194	2037	1907	1776	1646	1535	1450	1339	1254	1032				
75	2508	2416	2259	2103	1966	1828	1698	1580	1489	1378	1286	1064				

(a) Refer to Personal Auto Manual Rule **12.** for rating Symbol 98 vehicles.
(b) Refer to Personal Auto Manual Rule **12.** for rating Symbol 27 vehicles.
(c) Refer to Rule **12.** to determine the Symbol 14 rate for 1982 and Prior Model Year vehicles.

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ZIP CODES 27006 – 27228

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27006	ADVANCE	350	**27101**	WINSTON SALEM	350
27007	ARARAT	320	**27102**	WINSTON SALEM	350
27009	BELEWS CREEK	350	**27103**	WINSTON SALEM	350
27010	BETHANIA	350	**27104**	WINSTON SALEM	350
27011	BOONVILLE	320	**27105**	WINSTON SALEM	350
27012	CLEMMONS	350	**27106**	WINSTON SALEM	350
27013	CLEVELAND	370	**27107**	WINSTON SALEM	360
27014	COOLEEMEE	350	**27108**	WINSTON SALEM	350
27016	DANBURY	320	**27109**	WINSTON SALEM	350
27017	DOBSON	320	**27110**	WINSTON SALEM	360
27018	EAST BEND	320	**27111**	WINSTON SALEM	350
27019	GERMANTON	350	**27113**	WINSTON SALEM	350
27020	HAMPTONVILLE	320	**27114**	WINSTON SALEM	350
27021	KING	350	**27115**	WINSTON SALEM	350
27022	LAWSONVILLE	320	**27116**	WINSTON SALEM	350
27023	LEWISVILLE	350	**27117**	WINSTON SALEM	360
27024	LOWGAP	320	**27120**	WINSTON SALEM	350
27025	MADISON	320	**27127**	WINSTON SALEM	360
27027	MAYODAN	320	**27130**	WINSTON SALEM	350
27028	MOCKSVILLE	350	**27150**	WINSTON SALEM	350
27030	MOUNT AIRY	320	**27152**	WINSTON SALEM	350
27031	WHITE PLAINS	320	**27155**	WINSTON SALEM	350
27040	PFAFFTOWN	350	**27157**	WINSTON SALEM	350
27041	PILOT MOUNTAIN	320	**27198**	WINSTON SALEM	350
27042	PINE HALL	320	**27199**	WINSTON SALEM	350
27043	PINNACLE	320	**27201**	ALAMANCE	320
27045	RURAL HALL	350	**27202**	ALTAMAHAW	320
27046	SANDY RIDGE	320	**27203**	ASHEBORO	320
27047	SILOAM	320	**27204**	ASHEBORO	320
27048	STONEVILLE	320	**27205**	ASHEBORO	320
27049	TOAST	320	**27207**	BEAR CREEK	320
27050	TOBACCOVILLE	350	**27208**	BENNETT	320
27051	WALKERTOWN	350	**27209**	BISCOE	320
27052	WALNUT COVE	320	**27212**	BLANCH	120
27053	WESTFIELD	320	**27213**	BONLEE	320
27054	WOODLEAF	370	**27214**	BROWNS SUMMIT	320
27055	YADKINVILLE	320	**27215**	BURLINGTON	320
27094	RURAL HALL	350	**27216**	BURLINGTON	320
27098	RURAL HALL	350	**27217**	BURLINGTON	320
27099	RURAL HALL	350	**27228**	BYNUM	320

Table #1(T) ZIP Codes 27006 – 27228

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ZIP CODES 27229 – 27376

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27229	CANDOR	320	**27301**	MC LEANSVILLE	320
27230	CEDAR FALLS	320	**27302**	MEBANE	320
27231	CEDAR GROVE	320	**27305**	MILTON	120
27233	CLIMAX	320	**27306**	MOUNT GILEAD	320
27235	COLFAX	350	**27310**	OAK RIDGE	350
27237	CUMNOCK	260	**27311**	PELHAM	120
27239	DENTON	320	**27312**	PITTSBORO	320
27242	EAGLE SPRINGS	320	**27313**	PLEASANT GARDEN	320
27243	EFLAND	320	**27314**	PROSPECT HILL	120
27244	ELON	320	**27315**	PROVIDENCE	120
27247	ETHER	320	**27316**	RAMSEUR	320
27248	FRANKLINVILLE	320	**27317**	RANDLEMAN	320
27249	GIBSONVILLE	320	**27320**	REIDSVILLE	320
27252	GOLDSTON	320	**27323**	REIDSVILLE	320
27253	GRAHAM	320	**27325**	ROBBINS	320
27256	GULF	320	**27326**	RUFFIN	120
27258	HAW RIVER	320	**27330**	SANFORD	260
27259	HIGHFALLS	320	**27331**	SANFORD	260
27260	HIGH POINT	340	**27332**	SANFORD	260
27261	HIGH POINT	340	**27340**	SAXAPAHAW	320
27262	HIGH POINT	340	**27341**	SEAGROVE	320
27263	HIGH POINT	340	**27342**	SEDALIA	320
27264	HIGH POINT	340	**27343**	SEMORA	120
27265	HIGH POINT	350	**27344**	SILER CITY	320
27268	HIGH POINT	340	**27349**	SNOW CAMP	320
27278	HILLSBOROUGH	320	**27350**	SOPHIA	320
27281	JACKSON SPRINGS	320	**27351**	SOUTHMONT	360
27282	JAMESTOWN	350	**27355**	STALEY	320
27283	JULIAN	320	**27356**	STAR	320
27284	KERNERSVILLE	350	**27357**	STOKESDALE	320
27285	KERNERSVILLE	350	**27358**	SUMMERFIELD	350
27288	EDEN	320	**27359**	SWEPSONVILLE	320
27289	EDEN	320	**27360**	THOMASVILLE	360
27291	LEASBURG	120	**27361**	THOMASVILLE	360
27292	LEXINGTON	360	**27370**	TRINITY	320
27293	LEXINGTON	360	**27371**	TROY	320
27294	LEXINGTON	360	**27373**	WALLBURG	360
27295	LEXINGTON	360	**27374**	WELCOME	360
27298	LIBERTY	320	**27375**	WENTWORTH	320
27299	LINWOOD	370	**27376**	WEST END	320

Table #2(T) ZIP Codes 27229 – 27376

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ZIP CODES 27377 – 27556

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27377	WHITSETT	320	**27511**	CARY	300
27379	YANCEYVILLE	120	**27512**	CARY	300
27401	GREENSBORO	340	**27513**	CARY	300
27402	GREENSBORO	340	**27514**	CHAPEL HILL	310
27403	GREENSBORO	340	**27515**	CHAPEL HILL	310
27404	GREENSBORO	350	**27516**	CHAPEL HILL	310
27405	GREENSBORO	340	**27517**	CHAPEL HILL	310
27406	GREENSBORO	340	**27518**	CARY	300
27407	GREENSBORO	340	**27519**	CARY	300
27408	GREENSBORO	350	**27520**	CLAYTON	260
27409	GREENSBORO	350	**27521**	COATS	260
27410	GREENSBORO	350	**27522**	CREEDMOOR	290
27411	GREENSBORO	340	**27523**	APEX	300
27412	GREENSBORO	340	**27524**	FOUR OAKS	260
27413	GREENSBORO	340	**27525**	FRANKLINTON	120
27415	GREENSBORO	340	**27526**	FUQUAY VARINA	260
27416	GREENSBORO	340	**27527**	CLAYTON	260
27417	GREENSBORO	340	**27528**	CLAYTON	260
27419	GREENSBORO	350	**27529**	GARNER	260
27420	GREENSBORO	340	**27530**	GOLDSBORO	260
27425	GREENSBORO	350	**27531**	GOLDSBORO	260
27427	GREENSBORO	340	**27532**	GOLDSBORO	260
27429	GREENSBORO	350	**27533**	GOLDSBORO	260
27435	GREENSBORO	340	**27534**	GOLDSBORO	260
27438	GREENSBORO	350	**27536**	HENDERSON	120
27455	GREENSBORO	350	**27537**	HENDERSON	120
27495	GREENSBORO	340	**27539**	APEX	300
27497	GREENSBORO	340	**27540**	HOLLY SPRINGS	300
27498	GREENSBORO	340	**27541**	HURDLE MILLS	120
27499	GREENSBORO	340	**27542**	KENLY	130
27501	ANGIER	260	**27543**	KIPLING	260
27502	APEX	300	**27544**	KITTRELL	120
27503	BAHAMA	320	**27545**	KNIGHTDALE	280
27504	BENSON	260	**27546**	LILLINGTON	260
27505	BROADWAY	260	**27549**	LOUISBURG	120
27506	BUIES CREEK	260	**27551**	MACON	120
27507	BULLOCK	120	**27552**	MAMERS	260
27508	BUNN	120	**27553**	MANSON	120
27509	BUTNER	290	**27555**	MICRO	260
27510	CARRBORO	310	**27556**	MIDDLEBURG	120

Table #3(T) ZIP Codes 27377 – 27556

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ZIP CODES 27557 – 27706

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27557	MIDDLESEX	130	**27611**	RALEIGH	280
27559	MONCURE	320	**27612**	RALEIGH	270
27560	MORRISVILLE	300	**27613**	RALEIGH	270
27562	NEW HILL	320	**27614**	RALEIGH	270
27563	NORLINA	120	**27615**	RALEIGH	270
27565	OXFORD	120	**27616**	RALEIGH	280
27568	PINE LEVEL	260	**27617**	RALEIGH	270
27569	PRINCETON	260	**27619**	RALEIGH	280
27570	RIDGEWAY	120	**27620**	RALEIGH	280
27571	ROLESVILLE	270	**27621**	RALEIGH	300
27572	ROUGEMONT	120	**27622**	RALEIGH	270
27573	ROXBORO	120	**27623**	RALEIGH	300
27574	ROXBORO	120	**27624**	RALEIGH	270
27576	SELMA	260	**27625**	RALEIGH	280
27577	SMITHFIELD	260	**27626**	RALEIGH	280
27581	STEM	290	**27627**	RALEIGH	300
27582	STOVALL	120	**27628**	RALEIGH	300
27583	TIMBERLAKE	120	**27629**	RALEIGH	280
27584	TOWNSVILLE	120	**27634**	RALEIGH	280
27586	VAUGHAN	120	**27635**	RALEIGH	280
27587	WAKE FOREST	270	**27636**	RALEIGH	300
27588	WAKE FOREST	270	**27640**	RALEIGH	280
27589	WARRENTON	120	**27650**	RALEIGH	300
27591	WENDELL	260	**27656**	RALEIGH	270
27592	WILLOW SPRING	260	**27658**	RALEIGH	280
27593	WILSONS MILLS	260	**27661**	RALEIGH	280
27594	WISE	120	**27668**	RALEIGH	280
27596	YOUNGSVILLE	120	**27675**	RALEIGH	270
27597	ZEBULON	260	**27676**	RALEIGH	270
27599	CHAPEL HILL	310	**27690**	RALEIGH	270
27601	RALEIGH	280	**27695**	RALEIGH	300
27602	RALEIGH	280	**27697**	RALEIGH	280
27603	RALEIGH	260	**27698**	RALEIGH	280
27604	RALEIGH	280	**27699**	RALEIGH	280
27605	RALEIGH	300	**27701**	DURHAM	290
27606	RALEIGH	300	**27702**	DURHAM	290
27607	RALEIGH	300	**27703**	DURHAM	290
27608	RALEIGH	300	**27704**	DURHAM	290
27609	RALEIGH	280	**27705**	DURHAM	300
27610	RALEIGH	280	**27706**	DURHAM	290

Table #4(T) ZIP Codes 27557 – 27706

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ZIP CODES 27707 – 27874

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27707	DURHAM	300	**27831**	GARYSBURG	120
27708	DURHAM	300	**27832**	GASTON	120
27709	DURHAM	300	**27833**	GREENVILLE	150
27710	DURHAM	300	**27834**	GREENVILLE	150
27711	DURHAM	300	**27835**	GREENVILLE	150
27712	DURHAM	320	**27836**	GREENVILLE	150
27713	DURHAM	300	**27837**	GRIMESLAND	130
27715	DURHAM	300	**27839**	HALIFAX	120
27717	DURHAM	300	**27840**	HAMILTON	120
27722	DURHAM	320	**27841**	HASSELL	120
27801	ROCKY MOUNT	130	**27842**	HENRICO	120
27802	ROCKY MOUNT	130	**27843**	HOBGOOD	120
27803	ROCKY MOUNT	130	**27844**	HOLLISTER	120
27804	ROCKY MOUNT	130	**27845**	JACKSON	120
27805	AULANDER	120	**27846**	JAMESVILLE	120
27806	AURORA	130	**27847**	KELFORD	120
27807	BAILEY	130	**27849**	LEWISTON WOODVILLE	120
27808	BATH	120	**27850**	LITTLETON	120
27809	BATTLEBORO	130	**27851**	LUCAMA	130
27810	BELHAVEN	120	**27852**	MACCLESFIELD	130
27811	BELLARTHUR	150	**27853**	MARGARETTSVILLE	120
27812	BETHEL	130	**27855**	MURFREESBORO	120
27813	BLACK CREEK	140	**27856**	NASHVILLE	130
27814	BLOUNTS CREEK	130	**27857**	OAK CITY	120
27815	ROCKY MOUNT	130	**27858**	GREENVILLE	150
27816	CASTALIA	120	**27860**	PANTEGO	120
27817	CHOCOWINITY	130	**27861**	PARMELE	130
27818	COMO	120	**27862**	PENDLETON	120
27819	CONETOE	130	**27863**	PIKEVILLE	260
27820	CONWAY	120	**27864**	PINETOPS	130
27821	EDWARD	130	**27865**	PINETOWN	120
27822	ELM CITY	130	**27866**	PLEASANT HILL	120
27823	ENFIELD	120	**27867**	POTECASI	120
27824	ENGELHARD	120	**27868**	RED OAK	130
27825	EVERETTS	130	**27869**	RICH SQUARE	120
27826	FAIRFIELD	120	**27870**	ROANOKE RAPIDS	120
27827	FALKLAND	150	**27871**	ROBERSONVILLE	130
27828	FARMVILLE	130	**27872**	ROXOBEL	120
27829	FOUNTAIN	130	**27873**	SARATOGA	130
27830	FREMONT	130	**27874**	SCOTLAND NECK	120

Table #5(T) ZIP Codes 27707 – 27874

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ZIP CODES 27875 – 27981

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27875	SCRANTON	120	**27929**	CURRITUCK	110
27876	SEABOARD	120	**27930**	DURANTS NECK	120
27877	SEVERN	120	**27932**	EDENTON	120
27878	SHARPSBURG	130	**27935**	EURE	120
27879	SIMPSON	130	**27936**	FRISCO	110
27880	SIMS	130	**27937**	GATES	120
27881	SPEED	120	**27938**	GATESVILLE	120
27882	SPRING HOPE	130	**27939**	GRANDY	110
27883	STANTONSBURG	130	**27941**	HARBINGER	110
27884	STOKES	130	**27942**	HARRELLSVILLE	120
27885	SWANQUARTER	120	**27943**	HATTERAS	110
27886	TARBORO	130	**27944**	HERTFORD	120
27887	TILLERY	120	**27946**	HOBBSVILLE	120
27888	WALSTONBURG	130	**27947**	JARVISBURG	110
27889	WASHINGTON	130	**27948**	KILL DEVIL HILLS	110
27890	WELDON	120	**27949**	KITTY HAWK	110
27891	WHITAKERS	120	**27950**	KNOTTS ISLAND	110
27892	WILLIAMSTON	130	**27953**	MANNS HARBOR	110
27893	WILSON	140	**27954**	MANTEO	110
27894	WILSON	140	**27956**	MAPLE	110
27895	WILSON	140	**27957**	MERRY HILL	120
27896	WILSON	130	**27958**	MOYOCK	110
27897	WOODLAND	120	**27959**	NAGS HEAD	110
27906	ELIZABETH CITY	110	**27960**	OCRACOKE	110
27907	ELIZABETH CITY	110	**27962**	PLYMOUTH	120
27909	ELIZABETH CITY	110	**27964**	POINT HARBOR	110
27910	AHOSKIE	120	**27965**	POPLAR BRANCH	110
27915	AVON	110	**27966**	POWELLS POINT	110
27916	AYDLETT	110	**27967**	POWELLSVILLE	120
27917	BARCO	110	**27968**	RODANTHE	110
27919	BELVIDERE	120	**27969**	RODUCO	120
27920	BUXTON	110	**27970**	ROPER	120
27921	CAMDEN	110	**27972**	SALVO	110
27922	COFIELD	120	**27973**	SHAWBORO	110
27923	COINJOCK	110	**27974**	SHILOH	110
27924	COLERAIN	120	**27976**	SOUTH MILLS	110
27925	COLUMBIA	120	**27978**	STUMPY POINT	110
27926	CORAPEAKE	120	**27979**	SUNBURY	120
27927	COROLLA	110	**27980**	TYNER	120
27928	CRESWELL	120	**27981**	WANCHESE	110

Table #6(T) ZIP Codes 27875 – 27981

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ZIP CODES 27982 – 28120

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
27982	WAVES	110	**28070**	HUNTERSVILLE	460
27983	WINDSOR	120	**28071**	GOLD HILL	370
27985	WINFALL	120	**28072**	GRANITE QUARRY	370
27986	WINTON	120	**28073**	GROVER	470
28001	ALBEMARLE	320	**28074**	HARRIS	480
28002	ALBEMARLE	320	**28075**	HARRISBURG	370
28006	ALEXIS	460	**28076**	HENRIETTA	470
28007	ANSONVILLE	240	**28077**	HIGH SHOALS	450
28009	BADIN	320	**28078**	HUNTERSVILLE	460
28010	BARIUM SPRINGS	460	**28079**	INDIAN TRAIL	370
28012	BELMONT	440	**28080**	IRON STATION	470
28016	BESSEMER CITY	450	**28081**	KANNAPOLIS	370
28017	BOILING SPRINGS	470	**28082**	KANNAPOLIS	370
28018	BOSTIC	480	**28083**	KANNAPOLIS	370
28019	CAROLEEN	480	**28086**	KINGS MOUNTAIN	470
28020	CASAR	470	**28088**	LANDIS	370
28021	CHERRYVILLE	470	**28089**	LATTIMORE	470
28023	CHINA GROVE	370	**28090**	LAWNDALE	470
28024	CLIFFSIDE	470	**28091**	LILESVILLE	240
28025	CONCORD	370	**28092**	LINCOLNTON	470
28026	CONCORD	370	**28093**	LINCOLNTON	470
28027	CONCORD	370	**28097**	LOCUST	320
28031	CORNELIUS	460	**28098**	LOWELL	440
28032	CRAMERTON	440	**28101**	MC ADENVILLE	440
28033	CROUSE	470	**28102**	MC FARLAN	240
28034	DALLAS	450	**28103**	MARSHVILLE	380
28035	DAVIDSON	460	**28104**	MATTHEWS	370
28036	DAVIDSON	460	**28105**	MATTHEWS	370
28037	DENVER	460	**28106**	MATTHEWS	370
28038	EARL	470	**28107**	MIDLAND	370
28039	EAST SPENCER	370	**28108**	MINERAL SPRINGS	380
28040	ELLENBORO	480	**28109**	MISENHEIMER	320
28041	FAITH	370	**28110**	MONROE	380
28042	FALLSTON	470	**28111**	MONROE	380
28043	FOREST CITY	480	**28112**	MONROE	380
28052	GASTONIA	450	**28114**	MOORESBORO	470
28053	GASTONIA	450	**28115**	MOORESVILLE	460
28054	GASTONIA	450	**28117**	MOORESVILLE	460
28055	GASTONIA	450	**28119**	MORVEN	240
28056	GASTONIA	440	**28120**	MOUNT HOLLY	440

Table #7(T) ZIP Codes 27982 – 28120

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ZIP CODES 28123 – 28256

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28123	MOUNT MOURNE	460	**28208**	CHARLOTTE	420
28124	MOUNT PLEASANT	320	**28209**	CHARLOTTE	390
28125	MOUNT ULLA	370	**28210**	CHARLOTTE	390
28126	NEWELL	420	**28211**	CHARLOTTE	390
28127	NEW LONDON	320	**28212**	CHARLOTTE	420
28128	NORWOOD	320	**28213**	CHARLOTTE	420
28129	OAKBORO	320	**28214**	CHARLOTTE	440
28130	PAW CREEK	440	**28215**	CHARLOTTE	420
28133	PEACHLAND	380	**28216**	CHARLOTTE	420
28134	PINEVILLE	440	**28217**	CHARLOTTE	420
28135	POLKTON	380	**28218**	CHARLOTTE	420
28136	POLKVILLE	470	**28219**	CHARLOTTE	420
28137	RICHFIELD	320	**28220**	CHARLOTTE	390
28138	ROCKWELL	370	**28221**	CHARLOTTE	460
28139	RUTHERFORDTON	480	**28222**	CHARLOTTE	390
28144	SALISBURY	370	**28223**	CHARLOTTE	420
28145	SALISBURY	370	**28224**	CHARLOTTE	420
28146	SALISBURY	370	**28226**	CHARLOTTE	390
28147	SALISBURY	370	**28227**	CHARLOTTE	370
28150	SHELBY	470	**28228**	CHARLOTTE	420
28151	SHELBY	470	**28229**	CHARLOTTE	420
28152	SHELBY	470	**28230**	CHARLOTTE	390
28159	SPENCER	370	**28231**	CHARLOTTE	390
28160	SPINDALE	480	**28232**	CHARLOTTE	390
28163	STANFIELD	320	**28233**	CHARLOTTE	390
28164	STANLEY	460	**28234**	CHARLOTTE	390
28166	TROUTMAN	460	**28235**	CHARLOTTE	390
28167	UNION MILLS	480	**28236**	CHARLOTTE	390
28168	VALE	470	**28237**	CHARLOTTE	390
28169	WACO	470	**28241**	CHARLOTTE	440
28170	WADESBORO	240	**28242**	CHARLOTTE	390
28173	WAXHAW	390	**28243**	CHARLOTTE	420
28174	WINGATE	380	**28244**	CHARLOTTE	390
28201	CHARLOTTE	390	**28246**	CHARLOTTE	390
28202	CHARLOTTE	390	**28247**	CHARLOTTE	390
28203	CHARLOTTE	390	**28250**	CHARLOTTE	390
28204	CHARLOTTE	390	**28253**	CHARLOTTE	460
28205	CHARLOTTE	420	**28254**	CHARLOTTE	420
28206	CHARLOTTE	420	**28255**	CHARLOTTE	390
28207	CHARLOTTE	390	**28256**	CHARLOTTE	420

Table #8(T) ZIP Codes 28123 – 28256

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ZIP CODES 28258 – 28363

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28258	CHARLOTTE	420	**28315**	ABERDEEN	320
28260	CHARLOTTE	420	**28318**	AUTRYVILLE	130
28262	CHARLOTTE	420	**28319**	BARNESVILLE	230
28263	CHARLOTTE	390	**28320**	BLADENBORO	220
28265	CHARLOTTE	420	**28323**	BUNNLEVEL	250
28266	CHARLOTTE	420	**28325**	CALYPSO	130
28269	CHARLOTTE	460	**28326**	CAMERON	260
28270	CHARLOTTE	390	**28327**	CARTHAGE	320
28271	CHARLOTTE	390	**28328**	CLINTON	130
28272	CHARLOTTE	420	**28329**	CLINTON	130
28273	CHARLOTTE	440	**28330**	CORDOVA	240
28274	CHARLOTTE	390	**28331**	CUMBERLAND	250
28275	CHARLOTTE	420	**28332**	DUBLIN	220
28277	CHARLOTTE	390	**28333**	DUDLEY	260
28278	CHARLOTTE	440	**28334**	DUNN	260
28280	CHARLOTTE	390	**28335**	DUNN	260
28281	CHARLOTTE	390	**28337**	ELIZABETHTOWN	220
28282	CHARLOTTE	390	**28338**	ELLERBE	320
28284	CHARLOTTE	390	**28339**	ERWIN	260
28285	CHARLOTTE	390	**28340**	FAIRMONT	230
28287	CHARLOTTE	390	**28341**	FAISON	130
28288	CHARLOTTE	390	**28342**	FALCON	260
28289	CHARLOTTE	420	**28343**	GIBSON	240
28290	CHARLOTTE	420	**28344**	GODWIN	260
28296	CHARLOTTE	420	**28345**	HAMLET	240
28297	CHARLOTTE	420	**28347**	HOFFMAN	240
28299	CHARLOTTE	420	**28348**	HOPE MILLS	250
28301	FAYETTEVILLE	250	**28349**	KENANSVILLE	130
28302	FAYETTEVILLE	250	**28350**	LAKEVIEW	320
28303	FAYETTEVILLE	250	**28351**	LAUREL HILL	240
28304	FAYETTEVILLE	250	**28352**	LAURINBURG	240
28305	FAYETTEVILLE	250	**28353**	LAURINBURG	240
28306	FAYETTEVILLE	250	**28355**	LEMON SPRINGS	260
28307	FORT BRAGG	250	**28356**	LINDEN	260
28308	POPE ARMY AIRFIELD	250	**28357**	LUMBER BRIDGE	230
28309	FAYETTEVILLE	250	**28358**	LUMBERTON	230
28310	FORT BRAGG	250	**28359**	LUMBERTON	230
28311	FAYETTEVILLE	250	**28360**	LUMBERTON	230
28312	FAYETTEVILLE	260	**28362**	MARIETTA	230
28314	FAYETTEVILLE	250	**28363**	MARSTON	240

Table #9(T) ZIP Codes 28258 – 28363

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ZIP CODES 28364 – 28459

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28364	MAXTON	240	**28408**	WILMINGTON	190
28365	MOUNT OLIVE	130	**28409**	WILMINGTON	190
28366	NEWTON GROVE	130	**28410**	WILMINGTON	190
28367	NORMAN	320	**28411**	WILMINGTON	190
28368	OLIVIA	260	**28412**	WILMINGTON	190
28369	ORRUM	230	**28420**	ASH	130
28370	PINEHURST	320	**28421**	ATKINSON	130
28371	PARKTON	230	**28422**	BOLIVIA	200
28372	PEMBROKE	230	**28423**	BOLTON	130
28373	PINEBLUFF	320	**28424**	BRUNSWICK	220
28374	PINEHURST	320	**28425**	BURGAW	130
28375	PROCTORVILLE	230	**28428**	CAROLINA BEACH	190
28376	RAEFORD	250	**28429**	CASTLE HAYNE	200
28377	RED SPRINGS	230	**28430**	CERRO GORDO	220
28378	REX	230	**28431**	CHADBOURN	220
28379	ROCKINGHAM	240	**28432**	CLARENDON	220
28380	ROCKINGHAM	240	**28433**	CLARKTON	220
28382	ROSEBORO	130	**28434**	COUNCIL	220
28383	ROWLAND	230	**28435**	CURRIE	130
28384	SAINT PAULS	230	**28436**	DELCO	130
28385	SALEMBURG	130	**28438**	EVERGREEN	220
28386	SHANNON	230	**28439**	FAIR BLUFF	220
28387	SOUTHERN PINES	320	**28441**	GARLAND	130
28388	SOUTHERN PINES	320	**28442**	HALLSBORO	220
28390	SPRING LAKE	250	**28443**	HAMPSTEAD	190
28391	STEDMAN	260	**28444**	HARRELLS	130
28392	TAR HEEL	220	**28445**	HOLLY RIDGE	170
28393	TURKEY	130	**28447**	IVANHOE	130
28394	VASS	320	**28448**	KELLY	130
28395	WADE	260	**28449**	KURE BEACH	190
28396	WAGRAM	240	**28450**	LAKE WACCAMAW	130
28398	WARSAW	130	**28451**	LELAND	200
28399	WHITE OAK	220	**28452**	LONGWOOD	130
28401	WILMINGTON	200	**28453**	MAGNOLIA	130
28402	WILMINGTON	200	**28454**	MAPLE HILL	130
28403	WILMINGTON	190	**28455**	NAKINA	220
28404	WILMINGTON	190	**28456**	RIEGELWOOD	130
28405	WILMINGTON	190	**28457**	ROCKY POINT	130
28406	WILMINGTON	190	**28458**	ROSE HILL	130
28407	WILMINGTON	190	**28459**	SHALLOTTE	200

Table #10(T) ZIP Codes 28364 – 28459

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ZIP CODES 28460 – 28584

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28460	SNEADS FERRY	170	**28531**	HARKERS ISLAND	170
28461	SOUTHPORT	190	**28532**	HAVELOCK	170
28462	SUPPLY	200	**28533**	CHERRY POINT	170
28463	TABOR CITY	220	**28537**	HOBUCKEN	130
28464	TEACHEY	130	**28538**	HOOKERTON	130
28465	OAK ISLAND	190	**28539**	HUBERT	170
28466	WALLACE	130	**28540**	JACKSONVILLE	180
28467	CALABASH	210	**28541**	JACKSONVILLE	180
28468	SUNSET BEACH	210	**28542**	CAMP LEJEUNE	180
28469	OCEAN ISLE BEACH	210	**28543**	TARAWA TERRACE	180
28470	SHALLOTTE	200	**28544**	MIDWAY PARK	180
28472	WHITEVILLE	220	**28545**	MCCUTCHEON FIELD	180
28478	WILLARD	130	**28546**	JACKSONVILLE	180
28479	WINNABOW	200	**28547**	CAMP LEJEUNE	180
28480	WRIGHTSVILLE BEACH	190	**28551**	LA GRANGE	260
28501	KINSTON	130	**28552**	LOWLAND	130
28502	KINSTON	130	**28553**	MARSHALLBERG	170
28503	KINSTON	130	**28554**	MAURY	130
28504	KINSTON	260	**28555**	MAYSVILLE	170
28508	ALBERTSON	130	**28556**	MERRITT	170
28509	ALLIANCE	130	**28557**	MOREHEAD CITY	170
28510	ARAPAHOE	170	**28560**	NEW BERN	170
28511	ATLANTIC	170	**28561**	NEW BERN	170
28512	ATLANTIC BEACH	170	**28562**	NEW BERN	170
28513	AYDEN	150	**28563**	NEW BERN	170
28515	BAYBORO	130	**28564**	NEW BERN	170
28516	BEAUFORT	170	**28570**	NEWPORT	170
28518	BEULAVILLE	130	**28571**	ORIENTAL	170
28519	BRIDGETON	170	**28572**	PINK HILL	130
28520	CEDAR ISLAND	110	**28573**	POLLOCKSVILLE	130
28521	CHINQUAPIN	130	**28574**	RICHLANDS	180
28522	COMFORT	130	**28575**	SALTER PATH	170
28523	COVE CITY	130	**28577**	SEALEVEL	170
28524	DAVIS	170	**28578**	SEVEN SPRINGS	130
28525	DEEP RUN	130	**28579**	SMYRNA	170
28526	DOVER	130	**28580**	SNOW HILL	130
28527	ERNUL	130	**28581**	STACY	170
28528	GLOUCESTER	170	**28582**	STELLA	170
28529	GRANTSBORO	170	**28583**	STONEWALL	130
28530	GRIFTON	130	**28584**	SWANSBORO	170

Table #11(T) ZIP Codes 28460 – 28584

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ZIP CODES 28585 – 28680

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28585	TRENTON	130	**28638**	HUDSON	460
28586	VANCEBORO	150	**28640**	JEFFERSON	480
28587	VANDEMERE	130	**28641**	JONAS RIDGE	480
28589	WILLISTON	170	**28642**	JONESVILLE	320
28590	WINTERVILLE	150	**28643**	LANSING	480
28594	EMERALD ISLE	170	**28644**	LAUREL SPRINGS	320
28601	HICKORY	460	**28645**	LENOIR	460
28602	HICKORY	460	**28646**	LINVILLE	480
28603	HICKORY	460	**28647**	LINVILLE FALLS	480
28604	BANNER ELK	480	**28649**	MC GRADY	320
28605	BLOWING ROCK	480	**28650**	MAIDEN	460
28606	BOOMER	320	**28651**	MILLERS CREEK	320
28607	BOONE	480	**28652**	MINNEAPOLIS	480
28608	BOONE	480	**28653**	MONTEZUMA	480
28609	CATAWBA	460	**28654**	MORAVIAN FALLS	320
28610	CLAREMONT	460	**28655**	MORGANTON	460
28611	COLLETTSVILLE	480	**28656**	NORTH WILKESBORO	320
28612	CONNELLY SPRINGS	460	**28657**	NEWLAND	480
28613	CONOVER	460	**28658**	NEWTON	460
28615	CRESTON	480	**28659**	NORTH WILKESBORO	320
28616	CROSSNORE	480	**28660**	OLIN	320
28617	CRUMPLER	480	**28661**	PATTERSON	460
28618	DEEP GAP	480	**28662**	PINEOLA	480
28619	DREXEL	460	**28663**	PINEY CREEK	480
28621	ELKIN	320	**28664**	PLUMTREE	480
28622	ELK PARK	480	**28665**	PURLEAR	320
28623	ENNICE	320	**28666**	ICARD	460
28624	FERGUSON	320	**28667**	RHODHISS	460
28625	STATESVILLE	460	**28668**	ROARING GAP	320
28626	FLEETWOOD	480	**28669**	ROARING RIVER	320
28627	GLADE VALLEY	320	**28670**	RONDA	320
28628	GLEN ALPINE	460	**28671**	RUTHERFORD COLLEGE	460
28629	GLENDALE SPRINGS	480	**28672**	SCOTTVILLE	320
28630	GRANITE FALLS	460	**28673**	SHERRILLS FORD	460
28631	GRASSY CREEK	480	**28675**	SPARTA	320
28633	LENOIR	460	**28676**	STATE ROAD	320
28634	HARMONY	320	**28677**	STATESVILLE	460
28635	HAYS	320	**28678**	STONY POINT	460
28636	HIDDENITE	320	**28679**	SUGAR GROVE	480
28637	HILDEBRAN	460	**28680**	MORGANTON	460

Table #12(T) ZIP Codes 28585 – 28680

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ZIP CODES 28681 – 28768

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28681	TAYLORSVILLE	460	**28727**	EDNEYVILLE	490
28682	TERRELL	460	**28728**	ENKA	490
28683	THURMOND	320	**28729**	ETOWAH	490
28684	TODD	480	**28730**	FAIRVIEW	490
28685	TRAPHILL	320	**28731**	FLAT ROCK	490
28687	STATESVILLE	460	**28732**	FLETCHER	490
28688	TURNERSBURG	320	**28733**	FONTANA DAM	490
28689	UNION GROVE	320	**28734**	FRANKLIN	490
28690	VALDESE	460	**28735**	GERTON	490
28691	VALLE CRUCIS	480	**28736**	GLENVILLE	490
28692	VILAS	480	**28737**	GLENWOOD	480
28693	WARRENSVILLE	480	**28738**	HAZELWOOD	490
28694	WEST JEFFERSON	480	**28739**	HENDERSONVILLE	490
28697	WILKESBORO	320	**28740**	GREEN MOUNTAIN	480
28698	ZIONVILLE	480	**28741**	HIGHLANDS	490
28699	SCOTTS	460	**28742**	HORSE SHOE	490
28701	ALEXANDER	490	**28743**	HOT SPRINGS	490
28702	ALMOND	490	**28744**	FRANKLIN	490
28704	ARDEN	490	**28745**	LAKE JUNALUSKA	490
28705	BAKERSVILLE	480	**28746**	LAKE LURE	480
28707	BALSAM	490	**28747**	LAKE TOXAWAY	490
28708	BALSAM GROVE	490	**28748**	LEICESTER	490
28709	BARNARDSVILLE	490	**28749**	LITTLE SWITZERLAND	480
28710	BAT CAVE	490	**28750**	LYNN	480
28711	BLACK MOUNTAIN	490	**28751**	MAGGIE VALLEY	490
28712	BREVARD	490	**28752**	MARION	480
28713	BRYSON CITY	490	**28753**	MARSHALL	490
28714	BURNSVILLE	480	**28754**	MARS HILL	490
28715	CANDLER	490	**28755**	MICAVILLE	480
28716	CANTON	490	**28756**	MILL SPRING	480
28717	CASHIERS	490	**28757**	MONTREAT	490
28718	CEDAR MOUNTAIN	490	**28758**	MOUNTAIN HOME	490
28719	CHEROKEE	490	**28759**	MILLS RIVER	490
28720	CHIMNEY ROCK	480	**28760**	NAPLES	490
28721	CLYDE	490	**28761**	NEBO	480
28722	COLUMBUS	480	**28762**	OLD FORT	490
28723	CULLOWHEE	490	**28763**	OTTO	490
28724	DANA	490	**28765**	PENLAND	480
28725	DILLSBORO	490	**28766**	PENROSE	490
28726	EAST FLAT ROCK	490	**28768**	PISGAH FOREST	490

Table #13(T) ZIP Codes 28681 – 28768

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ZIP CODES 28770 – 28909

ZIP Codes/Territories In Numerical Order By ZIP Code					
ZIP Code	**USPS ZIP Code Name**	**Territory**	**ZIP Code**	**USPS ZIP Code Name**	**Territory**
28770	RIDGECREST	490	**28792**	HENDERSONVILLE	490
28771	ROBBINSVILLE	490	**28793**	HENDERSONVILLE	490
28772	ROSMAN	490	**28801**	ASHEVILLE	490
28773	SALUDA	480	**28802**	ASHEVILLE	490
28774	SAPPHIRE	490	**28803**	ASHEVILLE	490
28775	SCALY MOUNTAIN	490	**28804**	ASHEVILLE	490
28776	SKYLAND	490	**28805**	ASHEVILLE	490
28777	SPRUCE PINE	480	**28806**	ASHEVILLE	490
28778	SWANNANOA	490	**28810**	ASHEVILLE	490
28779	SYLVA	490	**28813**	ASHEVILLE	490
28781	TOPTON	490	**28814**	ASHEVILLE	490
28782	TRYON	480	**28815**	ASHEVILLE	490
28783	TUCKASEGEE	490	**28816**	ASHEVILLE	490
28784	TUXEDO	490	**28901**	ANDREWS	490
28785	WAYNESVILLE	490	**28902**	BRASSTOWN	490
28786	WAYNESVILLE	490	**28903**	CULBERSON	490
28787	WEAVERVILLE	490	**28904**	HAYESVILLE	490
28788	WEBSTER	490	**28905**	MARBLE	490
28789	WHITTIER	490	**28906**	MURPHY	490
28790	ZIRCONIA	490	**28909**	WARNE	490
28791	HENDERSONVILLE	490			

Table #14(T) ZIP Codes 28770 – 28909

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Territory Definitions In Numerical Order By Territory Code						
Territory	**ZIP Codes**					
110	27906	27921	27943	27956	27968	27982
	27907	27923	27947	27958	27972	28520
	27909	27927	27948	27959	27973	
	27915	27929	27949	27960	27974	
	27916	27936	27950	27964	27976	
	27917	27939	27953	27965	27978	
	27920	27941	27954	27966	27981	
120	27212	27551	27808	27846	27876	27935
	27291	27553	27810	27847	27877	27937
	27305	27556	27816	27849	27881	27938
	27311	27563	27818	27850	27885	27942
	27314	27565	27820	27853	27887	27944
	27315	27570	27823	27855	27890	27946
	27326	27572	27824	27857	27891	27957
	27343	27573	27826	27860	27897	27962
	27379	27574	27831	27862	27910	27967
	27507	27582	27832	27865	27919	27969
	27508	27583	27839	27866	27922	27970
	27525	27584	27840	27867	27924	27979
	27536	27586	27841	27869	27925	27980
	27537	27589	27842	27870	27926	27983
	27541	27594	27843	27872	27928	27985
	27544	27596	27844	27874	27930	27986
	27549	27805	27845	27875	27932	
130	27542	27828	27884	28398	28458	28530
	27557	27829	27886	28420	28464	28537
	27801	27830	27888	28421	28466	28538
	27802	27837	27889	28423	28478	28552
	27803	27851	27892	28425	28501	28554
	27804	27852	27896	28435	28502	28572
	27806	27856	28318	28436	28503	28573
	27807	27861	28325	28441	28508	28578
	27809	27864	28328	28444	28509	28580
	27812	27868	28329	28447	28515	28583
	27814	27871	28341	28448	28518	28585
	27815	27873	28349	28450	28521	28587
	27817	27878	28365	28452	28522	
	27819	27879	28366	28453	28523	
	27821	27880	28382	28454	28525	
	27822	27882	28385	28456	28526	
	27825	27883	28393	28457	28527	
140	27813	27894				
	27893	27895				
150	27811	27835	28586			
	27827	27836	28590			
	27833	27858				
	27834	28513				
170	28445	28519	28533	28560	28571	
	28460	28524	28539	28561	28575	
	28510	28528	28553	28562	28577	
	28511	28529	28555	28563	28579	
	28512	28531	28556	28564	28581	
	28516	28532	28557	28570	28582	

Table #15(T) Territory Definitions

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Territory Definitions In Numerical Order By Territory Code						
Territory	**ZIP Codes**					
170	28584	28594				
(Cont'd)	28589					
180	28540	28543	28546			
	28541	28544	28547			
	28542	28545	28574			
190	28403	28407	28411	28449		
	28404	28408	28412	28461		
	28405	28409	28428	28465		
	28406	28410	28443	28480		
200	28401	28429	28462			
	28402	28451	28470			
	28422	28459	28479			
210	28467	28469				
	28468					
220	28320	28424	28434	28463		
	28332	28430	28438	28472		
	28337	28431	28439			
	28392	28432	28442			
	28399	28433	28455			
230	28319	28359	28371	28378		
	28340	28360	28372	28383		
	28357	28362	28375	28384		
	28358	28369	28377	28386		
240	28007	28330	28352	28380		
	28091	28343	28353	28396		
	28102	28345	28363			
	28119	28347	28364			
	28170	28351	28379			
250	28301	28306	28311	28376		
	28302	28307	28314	28390		
	28303	28308	28323			
	28304	28309	28331			
	28305	28310	28348			
260	27237	27521	27533	27577	28333	28391
	27330	27524	27534	27591	28334	28395
	27331	27526	27543	27592	28335	28504
	27332	27527	27546	27593	28339	28551
	27501	27528	27552	27597	28342	
	27504	27529	27555	27603	28344	
	27505	27530	27568	27863	28355	
	27506	27531	27569	28312	28356	
	27520	27532	27576	28326	28368	
270	27571	27613	27622	27676		
	27587	27614	27624	27690		
	27588	27615	27656			
	27612	27617	27675			
280	27545	27601	27602	27604		

Table #16(T) Territory Definitions

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Territory Definitions In Numerical Order By Territory Code						
Territory	**ZIP Codes**					
280	27609	27620	27635	27697		
(Cont'd)	27610	27625	27640	27698		
	27611	27626	27658	27699		
	27616	27629	27661			
	27619	27634	27668			
290	27509	27701	27704			
	27522	27702	27706			
	27581	27703				
300	27502	27523	27607	27636	27709	
	27511	27539	27608	27650	27710	
	27512	27540	27621	27695	27711	
	27513	27560	27623	27705	27713	
	27518	27605	27627	27707	27715	
	27519	27606	27628	27708	27717	
310	27510	27516				
	27514	27517				
	27515	27599				
320	27007	27202	27249	27341	28109	28634
	27011	27203	27252	27342	28124	28635
	27016	27204	27253	27344	28127	28636
	27017	27205	27256	27349	28128	28642
	27018	27207	27258	27350	28129	28644
	27020	27208	27259	27355	28137	28649
	27022	27209	27278	27356	28163	28651
	27024	27213	27281	27357	28315	28654
	27025	27214	27283	27359	28327	28656
	27027	27215	27288	27370	28338	28659
	27030	27216	27289	27371	28350	28660
	27031	27217	27298	27375	28367	28665
	27041	27228	27301	27376	28370	28668
	27042	27229	27302	27377	28373	28669
	27043	27230	27306	27503	28374	28670
	27046	27231	27312	27559	28387	28672
	27047	27233	27313	27562	28388	28675
	27048	27239	27316	27712	28394	28676
	27049	27242	27317	27722	28606	28683
	27052	27243	27320	28001	28621	28685
	27053	27244	27323	28002	28623	28688
	27055	27247	27325	28009	28624	28689
	27201	27248	27340	28097	28627	28697
340	27260	27268	27406	27415	27435	
	27261	27401	27407	27416	27495	
	27262	27402	27411	27417	27497	
	27263	27403	27412	27420	27498	
	27264	27405	27413	27427	27499	
350	27006	27023	27098	27106	27116	27198
	27009	27028	27099	27108	27120	27199
	27010	27040	27101	27109	27130	27235
	27012	27045	27102	27111	27150	27265
	27014	27050	27103	27113	27152	27282
	27019	27051	27104	27114	27155	27284
	27021	27094	27105	27115	27157	27285

Table #17(T) Territory Definitions

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Territory Definitions In Numerical Order By Territory Code						
Territory	**ZIP Codes**					
350 (Cont'd)	27310	27409	27429			
	27358	27410	27438			
	27404	27419	27455			
	27408	27425				
360	27107	27292	27351	27374		
	27110	27293	27360			
	27117	27294	27361			
	27127	27295	27373			
370	27013	28027	28079	28105	28145	
	27054	28039	28081	28106	28146	
	27299	28041	28082	28107	28147	
	28023	28071	28083	28125	28159	
	28025	28072	28088	28138	28227	
	28026	28075	28104	28144		
380	28103	28111	28135			
	28108	28112	28174			
	28110	28133				
390	28173	28210	28232	28244	28271	28285
	28201	28211	28233	28246	28274	28287
	28202	28220	28234	28247	28277	28288
	28203	28222	28235	28250	28280	
	28204	28226	28236	28255	28281	
	28207	28230	28237	28263	28282	
	28209	28231	28242	28270	28284	
420	28126	28215	28224	28258	28275	
	28205	28216	28228	28260	28289	
	28206	28217	28229	28262	28290	
	28208	28218	28243	28265	28296	
	28212	28219	28254	28266	28297	
	28213	28223	28256	28272	28299	
440	28012	28101	28214			
	28032	28120	28241			
	28056	28130	28273			
	28098	28134	28278			
450	28016	28053	28077			
	28034	28054				
	28052	28055				
460	28006	28115	28601	28625	28655	28678
	28010	28117	28602	28628	28658	28680
	28031	28123	28603	28630	28661	28681
	28035	28164	28609	28633	28666	28682
	28036	28166	28610	28637	28667	28687
	28037	28221	28612	28638	28671	28690
	28070	28253	28613	28645	28673	28699
	28078	28269	28619	28650	28677	
470	28017	28033	28076	28090		
	28020	28038	28080	28092		
	28021	28042	28086	28093		
	28024	28073	28089	28114		

Table #18(T) Territory Definitions

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Territory Definitions In Numerical Order By Territory Code						
Territory	**ZIP Codes**					
470	28136	28152				
(Cont'd)	28150	28168				
	28151	28169				
480	28018	28607	28631	28663	28714	28756
	28019	28608	28640	28664	28720	28761
	28040	28611	28641	28679	28722	28765
	28043	28615	28643	28684	28737	28773
	28074	28616	28646	28691	28740	28777
	28139	28617	28647	28692	28746	28782
	28160	28618	28652	28693	28749	
	28167	28622	28653	28694	28750	
	28604	28626	28657	28698	28752	
	28605	28629	28662	28705	28755	
490	28701	28721	28738	28760	28784	28806
	28702	28723	28739	28762	28785	28810
	28704	28724	28741	28763	28786	28813
	28707	28725	28742	28766	28787	28814
	28708	28726	28743	28768	28788	28815
	28709	28727	28744	28770	28789	28816
	28710	28728	28745	28771	28790	28901
	28711	28729	28747	28772	28791	28902
	28712	28730	28748	28774	28792	28903
	28713	28731	28751	28775	28793	28904
	28715	28732	28753	28776	28801	28905
	28716	28733	28754	28778	28802	28906
	28717	28734	28757	28779	28803	28909
	28718	28735	28758	28781	28804	
	28719	28736	28759	28783	28805	

Table #19(T) Territory Definitions

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North Carolina Auto Territory Map

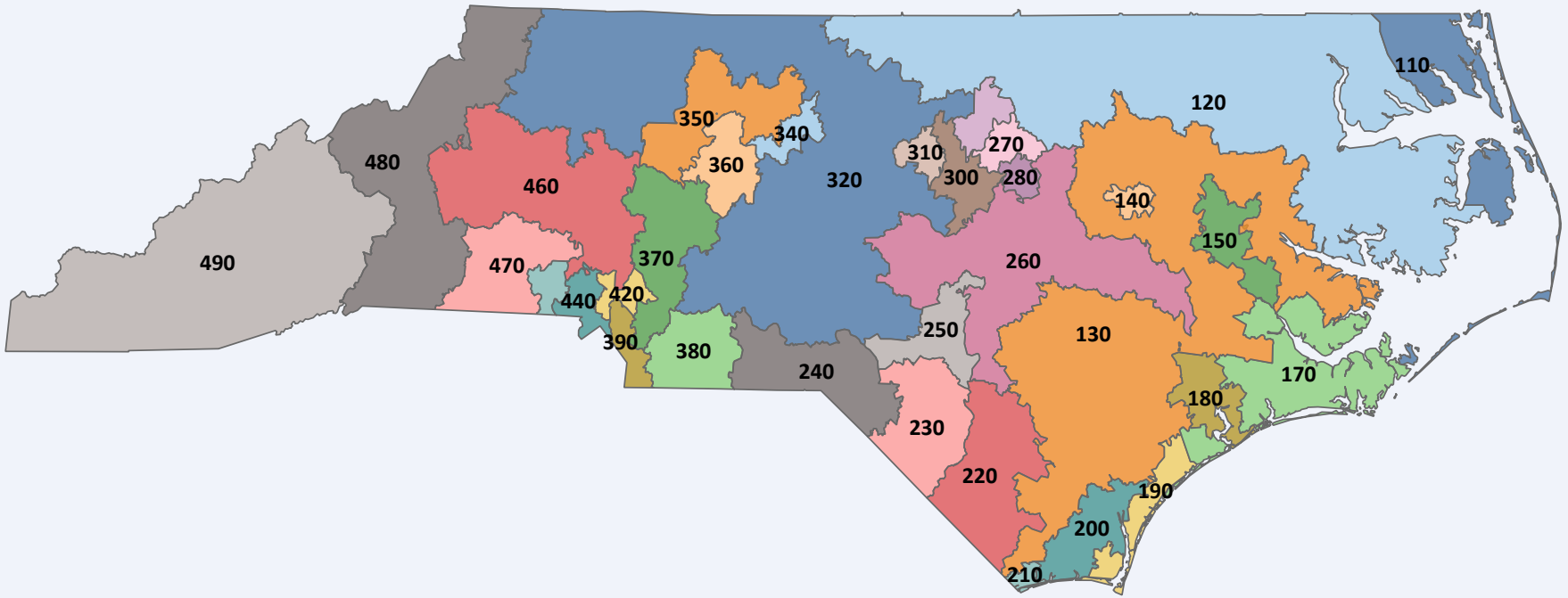

EXHIBIT RB-5

PRE-FILED TESTIMONY
OF
JOANNA BILIOURIS

FEBRUARY 2025

2025 NORTH CAROLINA PRIVATE PASSENGER AUTO INSURANCE RATE FILING BY THE NORTH CAROLINA RATE BUREAU

Q. Would you state your full name and business address?

A. My name is Joanna Biliouris. My business address is 4140 Parklake Avenue, Suite 320, Raleigh, North Carolina 27612.

Q. Are you employed by the North Carolina Rate Bureau ("NCRB", “Bureau”)?

A. Yes.

Q. In what capacity?

A. I am the General Manager.

Q. What is the Bureau’s function with respect to rates for private passenger automobile insurance?

A. The Bureau promulgates rates for private passenger automobile insurance in North Carolina.

Q. Can you identify Exhibits RB-1 through RB-14?

A. Yes. Exhibit RB-1 is an exhibit setting forth the filed rates for the private passenger automobile insurance market in North Carolina and the data and calculations underlying those rates, plus various other reviews and proposed changes related to those rates and the coverages included in the Bureau’s private passenger automobile insurance program. RB-2 includes the 11 NCAC 10.1104 supplemental data and exhibits required. Exhibit RB-3 is the current private passenger automobile insurance rate manual, and Exhibit RB-4 is a map of the territories for the Bureau’s private passenger automobile insurance program. Exhibits RB-5 through RB-14 contain the required accompanying pre-filed testimony and exhibits. Together, these materials constitute a filing (the "Filing") that is dated February 3, 2025 submitted by the Bureau to the Honorable Mike Causey, Commissioner of Insurance, with respect to private passenger automobile insurance rates in North Carolina.

Q. Do you know how the expense data underlying the Filing were compiled?

A. Yes. The underwriting expense provisions included in the Filing were derived on the basis of a special call for expense experience that is issued on an annual basis to all

member companies of the Bureau. The responses received from that special call were compiled, checked, and furnished to Insurance Services Office ("ISO") for incorporation into the Filing.

Q. Was the information from the special call for expense experience that was furnished to ISO and utilized in the Filing correct and accurate to the best of your knowledge, information, and belief?

A. Yes.

Q. Do you know how the exposure and loss data underlying the Filing were compiled?

A. Yes. The exposure and loss data used in the Filing were reported by companies to their respective statistical agents. The data is then submitted to ISO for compilation and further review. ISO reviews the data for reasonableness.

Q. To the extent that actuarial expertise was necessary in the preparation of this Filing, where did the Bureau obtain that expertise?

A. Actuarial expertise was obtained from ISO and Milliman. ISO is retained by the Bureau to provide actuarial services for, among numerous other things, preparation of this Filing. The Bureau's Automobile Committee includes a number of actuaries, and that committee reviewed the data underlying the Filing and made recommendations to the Bureau's Governing Committee as to the items contained in the Filing. In addition, the Bureau has an actuary on its staff who assisted in the review and the preparation of the Filing.

Q. What is the proposed effective date of the rates in the Filing?

A. The proposed effective date is October 1, 2025. The new rates will apply to all policies becoming effective on or after that date.

Q. Does the Filing submitted to the Commissioner include, to the extent available, the information to be furnished in connection with filings under Article 36 of Chapter 58 of the General Statutes?

A. Yes. Those data that were available have been submitted to the Commissioner as part of the Filing. As shown and explained in the Filing, some data were not collected or, if collected, were not retrievable from the statistical data in the form requested. The individual circumstances with respect to such data are explained in the Filing.

Q. Does that conclude your pre-filed testimony?

A. Yes.

Exhibit RB-6

PREFILED TESTIMONY
OF
PAUL ERICKSEN

2025 PRIVATE PASSENGER NON-FLEET AUTOMOBILE INSURANCE RATE FILING BY THE NORTH CAROLINA RATE BUREAU

Q. Please state your name and business address.

A. My name is Paul Ericksen. My business address is Insurance Services Office, 545 Washington Boulevard, Jersey City, New Jersey.

Q. Please describe your educational background and your background in actuarial science.

A. I graduated from Princeton University in 1992 with a B.A. in mathematics.

I became a Fellow of the Casualty Actuarial Society (CAS) in 1995 and am a member of the American Academy of Actuaries (AAA). I am in good standing with those organizations.

I served as a member of the CAS Examination Committee from 1996 through 2009, and I have given multiple presentations at CAS meetings.

Q. By whom are you employed?

A. I am employed by Insurance Services Office, Inc. ("ISO"), a subsidiary of Verisk, and started employment at ISO in 1992.

Q. What are your current responsibilities at ISO?

A. I lead the Actuarial Consulting unit at ISO. ISO's Actuarial Consulting unit specializes in providing a wide array of consulting services to individual companies. I have been responsible for managing, overseeing, and developing customized actuarial analyses including ratemaking, reserving, and other miscellaneous studies. I have provided services to insurers, captives, managing general agents, law firms, and insurance departments.

Q. What is your employment background?

A. I started my career in 1992 as an actuarial assistant in the increased limits division of ISO. In 1993, I left ISO and spent a year as a consulting actuary in the New York office of Milliman, working primarily on medical malpractice projects. I returned to ISO in 1994 as an actuarial associate in the Financial Analysis division. In 1999, I transferred to ISO's Actuarial Consulting unit and assisted clients as a consulting actuary. In 2007, I was promoted to Principal of the Actuarial Consulting unit.

During the past 26 years that I have provided actuarial consulting services, I have worked on a wide range of projects involving several different lines of insurance within the property/casualty insurance industry. I have prepared rate analyses for personal auto, homeowners, dwelling, and other lines of insurance. I have also conducted reserve analyses as the Appointed Actuary for several insurers.

Q. Are you familiar with automobile ratemaking in North Carolina and other states?

A. Yes. As part of my experience working at ISO, I am familiar with the data collection and automobile ratemaking procedures in use in North Carolina and other states. ISO has provided actuarial consulting services to the Bureau on North Carolina personal auto rate filings since the Bureau was created. I have extensive knowledge of the methodologies employed by ISO and the Bureau in this filing as well as in past Bureau personal auto filings.

As part of the actuarial consulting services that I have provided, I have reviewed and prepared Personal Auto rate analyses for clients. In addition, I am currently the Appointed Actuary for a Personal Auto insurance company.

Q. What work has ISO performed with respect to the Rate Bureau's 2025 automobile rate filing in North Carolina?

A. First, ISO is one of the four primary statistical organizations that collect rate-related statistical data from the companies writing automobile insurance in North Carolina. The Independent Statistical Service, Inc. (“ISS”), the National Independent Statistical Service ("NISS"), and the American Association of Insurance Services (“AAIS”) are the other statistical organizations that collect such data. These statistical organizations subject the data that are reported to them to a series of verification edits and then consolidate the data. The data which ISS, NISS, and AAIS collect are sent to ISO and consolidated with the ISO-collected data in the proper format so that they can be reviewed to determine whether rates are adequate or inadequate. No data from AAIS were utilized in the filing. ISO then produces the hard-copy exhibits of the combined data in a format and detail necessary for ratemaking.

Second, ISO provides actuarial consulting services directly to the Rate Bureau. I oversaw this aspect of the Rate Bureau's 2025 private passenger automobile insurance rate review and rate filing. ISO staff compiled the ratemaking data to be reviewed by the Automobile Committee. Under my supervision, staff compiled the vast majority of the data and information contained in Exhibit RB-1. I have participated in all of the discussions of the Automobile Committee in the rate review and in preparation of Exhibits RB-1 and RB-2.

Finally, I have reviewed the filed rates to determine if they are calculated in accordance with the CAS Statement of Principles Regarding Property and Casualty Insurance Ratemaking. I conducted my review in accordance with Actuarial Standard of Practice No. 17 Expert Testimony by Actuaries. In addition, I applied the rate standards set forth in North Carolina General Statute 58-36-10(1), i.e., that rates must not be excessive, inadequate or unfairly discriminatory.

Q. Mr. Ericksen, could you describe generally the steps taken to ensure that the statistical data contained in this filing are reasonable and reliable for ratemaking purposes?

A. Yes. The data received from the companies are subject to various edits which check for the validity of the coded information and the appropriateness of the relationship of the codes to each other on each record. After the data have been edited at the transaction level, they are subject to a set of distributional edits which ensure that the distribution of the data is consistent with a company's prior submissions. The data are also balanced on a company-by-company basis to statutory Page 14 of the Annual Statement. After all these checks and reviews have been made on a company basis, the aggregate data are reviewed for overall reasonableness. This includes confirming that the changes observed in various summary totals are consistent with known activities and other compiled information, as well as previous years' statistics. Each statistical agent performs this series of checks.

In addition, the Rate Bureau requested that the statistical agents provide the largest companies that are on the Automobile Committee with their own and the industry exposure distributions by class, territory and deductible. These data were provided to the largest companies in order to verify that the data compiled by the statistical agents accurately represents the company's writings in each of the last three years. To the best of my knowledge, these reviews did not raise any question regarding the reasonableness and reliability of the data for ratemaking purposes.

Based on the data checks described above, as well as checks on the aggregated data from all the statistical agents performed by ISO, the Rate Bureau concluded that the data were appropriate for determination of revised rate levels and rate relativities.

Q. Would you describe the data utilized in Exhibit RB-1?

A. The ratemaking experience reflected in Exhibit RB-1 is, in general, the data which has been supplied by the individual insurance companies to the statistical organizations and consolidated into the appropriate format and detail for ratemaking as described above. The supporting data for the rate level changes for bodily injury liability, property damage liability, medical payments, comprehensive and collision coverages are contained in Section C. Three years of exposure, loss and expense experience are displayed for each of the coverages in Section C. The three years are the years ended December 31, 2021, December 31, 2022, and December 31, 2023. After the indicated required premium per exposure for each of the years was produced, the Automobile Committee reviewed and considered the results for each year. After consideration of the three years of data, the Automobile Committee concluded, based on standard actuarial credibility considerations, and balancing the issue of stability versus responsiveness, that the exposure distributions and the losses and expenses attributable to these exposures for the year ended December 31, 2023 were fully credible and could be given 100% credibility weighting for calculating anticipated rate level needs. Accordingly, the mathematical calculations underlying the indicated rate level changes and filed rate changes are based on the exposure distribution, loss and expense experience for the year ended December 31, 2023. See page D-36 of Exhibit RB-1. This is the same weighting procedure

that has been utilized by the Rate Bureau in previous automobile insurance rate filings since the inception of the Rate Bureau in 1977, and it is used on all coverages except for uninsured motorists, underinsured motorists, excess limits of bodily injury and property damage liability, and motorcycles, as explained later.

The loss experience used in the filing for the liability and medical payments coverages is what we call "accident year" experience. I can explain that best by giving an example. The losses for the accident year ended December 31, 2023 consist of all losses caused by accidents which occurred during the one-year period ended December 31, 2023. If an accident occurred December 29, 2022 and resulted in either a loss being paid or a reserve being established after January 1, 2023, that loss would be a part of the accident year losses for the period ended December 31, 2022. The test for breaking losses down into accident years is the date the accident occurred.

For the collision and comprehensive coverages, the loss experience used in the filing is "calendar year" experience. This means that the losses include all payments which are made during the particular year. For example, if an accident occurs on December 29, 2022 and the loss is actually paid on January 10, 2023, this would be a loss during the calendar year ended December 31, 2023. The reason we do not use "accident year" experience for physical damage coverages is that the lag between the time an accident happens and the time the loss is paid is usually very short and the difference between accident year and calendar year experience is nominal. The use of calendar year experience has long been accepted for the physical damage ratemaking.

Q. Can you describe generally what data are included in the preparation of the indicated rates in the filing?

A. The Bureau calculated the needed average indicated rates by using the loss and expense experience of all drivers who apply to the companies for the coverages in this filing.

Since the rate level calculations are made using a pure premium methodology, the indicated average rate is simply determined as the sum of prospective average loss and loss adjustment expense per exposure, the prospective expenses per exposure for general and other acquisition expenses, the anticipated deviations per exposure, a provision for prospective variable expenses (commissions, premium taxes, dividends, etc.) and a provision for underwriting profit.

Q. Does the filing contain an exhibit which shows the criteria for determining the credibility to be assigned to a single year's data?

A. Yes. The credibility table at the top of page D-36 of Exhibit RB-1 shows the number of claims which are necessary for assigning full credibility to a single year's data. It also shows the number of claims that would be necessary for assigning partial credibility. These are the criteria which are currently used by ISO on a countrywide basis. These credibility standards are based on a formula described in the paper "On the Credibility of the Pure Premium" by Mayerson, Jones and Bowers. This paper was published in the Proceedings of the Casualty

Actuarial Society for 1968, Volume LV. The full standard of 4,000 claims is based on the criterion that the observed (actual) pure premium should be within 5% of the expected pure premium with a probability of 95%. In simpler terms, we are using a P (probability) value of 95%, and a k (tolerance) value of plus or minus 5%.

The chart shows that, if the average number of claims for the two latest years is 4,000 or greater, 100% credibility should be assigned to the latest year's data, with zero weight being assigned to data for the earlier year. If the average number of claims for a particular coverage over a two-year period were 3,700, that would mean that you should use both years' experience in calculating rates. In that example, ninety (90%) percent weight should be given to the latest year and ten (10%) percent weight to the earlier year.

Q. Was this criterion for determining the accident year weights applied to all coverages?

A. No, as I mentioned earlier, there were exceptions to this criterion—uninsured motorists, underinsured motorists, excess limits of bodily injury and property damage liability and motorcycles. Since the experience for the uninsured motorist coverage can be less stable, an exposure-weighted average of the latest three years was used. For underinsured motorists, the three-year average is used because of the leveraged nature of the coverage- UIM represents coverage above the at-fault party's bodily injury coverage. This could lead to relatively unstable results from year to year, as the losses are subject to the mix of the limits purchased and at-fault in the accidents. It is worth noting that, while the data shown appears to be quite stable, the potential for large claims should be recognized since this analysis is on a total limits basis. This possibility is addressed through the use of a three-year experience period. Similarly, for excess limits of coverage for bodily injury and property damage liability, a three-year experience period is used due to the potential for variability in the year-to-year results for higher layers of coverage. For motorcycles, a premium-weighted average of the three latest years was used.

Q. Page D-36 also has a table showing the factors for territorial credibility. Please explain that.

A. Once the statewide rate change is determined, it is necessary to apply the overall change to each of the territories in the state. The territory credibility table is used to determine how much credibility is assigned to the three-year experience for a particular territory. The reason for the difference in the number of claims as between statewide credibility and territorial credibility is that, for the development of rates by territory, a wider confidence interval is permitted. We use a 90% confidence interval for territory purposes, but a stricter 95% confidence interval for the statewide rate level calculations.

Q. Please explain the trend credibility table in the lower right-hand portion of page D-36.

A. In some states the number of claims is so small that full credibility should not be assigned to the calculated trends. That is clearly not the case in North Carolina. The trend credibility table shows that 10,623 claims are necessary for full credibility for trends. With the exception of the uninsured and underinsured motorist coverages, the number of actual North Carolina

claims far exceeds that standard. Therefore, it is appropriate for the bodily injury, property damage, medical payments, collision and comprehensive coverages to assign the trend full credibility. This does not mean that the past trends will necessarily continue into the future. That is something which we have to consider and evaluate carefully. It does mean, however, that we can be confident that the historic trends are accurate representations of what did in fact occur during the period covered by the trend.

Q. As part of RB-1, has ISO prepared an exhibit that shows the average number of claims over the last two accident years for each of the coverages in the filing?

A. Yes. Page D-37 shows the average number of claims for the accident years ended December 31, 2022 and December 31, 2023. It shows that for bodily injury, property damage, medical payments, comprehensive and collision, and uninsured motorist coverages, the average number of claims was far in excess of the 4,000-claim threshold, which is the standard for assigning full credibility to the latest year. Accordingly, for the purpose of calculating the statewide rate indication for each of these coverages, it is actuarially sound and reasonable to give 100% credibility weight to the data for the accident year ended December 31, 2023. However, due to the potential year to year variability in loss experience for uninsured motorists and underinsured motorists coverage, the Rate Bureau uses three years of experience in determining the statewide rate indication for these coverages, with each year given weight proportional to its earned car years.

Q. Mr. Ericksen please turn to page C-1 of Exhibit RB-1. Would you explain what that page is.

A. Page C-1 is what we call a statewide indicated average rate level calculation for the liability coverages for North Carolina. Although technically the medical payments coverage is not a liability coverage, for ratemaking purposes we generally treat it as such. Therefore, if I refer in my testimony to the liability coverages, it includes not only bodily injury and property damage but also the medical payments coverage unless I specify otherwise. Page C-1 is a determination of what the indicated average rate levels are for bodily injury, property damage, and medical payments coverages.

Q. The column on page C-1 for bodily injury contains a reference to "30/60". What does that mean?

A. The reference to "30/60" is a common way of labeling the policy limits and means $30,000 per person and $60,000 per accident. These are the minimum bodily injury liability policy limits which are needed to comply with the financial responsibility laws in North Carolina during the experience period that were used for this rate analysis. Here we are calculating the indicated average rate that is needed for this "basic limits" coverage. We assume that losses are "capped" at these basic limits. This means that the indicated average rate we get from the calculation is the actuarially sound average rate assuming everyone in North Carolina purchased basic limits coverage. We follow a separate procedure to determine what the additional premium should be for those people who buy higher limits, and the results of that procedure are incorporated at the end of the calculation on page C-1 in order to get the total

limits premium. This use of "basic limits" losses for the purpose of determining the statewide indicated average rate is the proper procedure to be followed. In my experience, the use of basic limits data is widely accepted. To illustrate how it works, assume that a person bought a policy with 100/300 bodily injury policy limits and had an accident which caused his insurance company to make a payment to a claimant of $75,000. The losses which are shown on line 1 would include only $30,000 as opposed to the $75,000 total loss.

Q. Referring to line 1 on page C-1 under the bodily injury column, what are "reported incurred losses and allocated loss adjustment expense"?

A. The reported incurred losses on line 1 are the losses resulting from accidents which occurred during the one-year period ending December 31, 2023. The figure includes both losses which have already been paid and losses which are not yet paid and are represented by outstanding claim reserves. The figure also includes allocated loss adjustment expenses. Allocated loss adjustment expenses are expenses which relate to a specific claim. For example, the fees which an insurance company pays to attorneys to defend a claim would be classified as allocated loss adjustment expenses. On the other hand, adjustment-related expenses which cannot be identified to a specific claim are called unallocated loss adjustment expenses. An example of this would be the salaries and overhead associated with operating a company's in-house claims department. Allocated loss adjustment expenses are included in line 1; unallocated loss adjustment expenses are not.

Q. Have the losses and allocated loss adjustment expenses as reported by the companies been adjusted in any way to get to the number in line 1?

A. Yes. As I mentioned earlier, ratemaking is done on a basic limits basis. For that reason, we adjust the reported bodily injury losses by eliminating those losses which exceed the amount which would have been paid had the policy limits been 30/60. The same process is used for property damage, by eliminating losses that exceed the minimum financial liability limit of $25,000 that were in effect during the experience period that was used for this rate analysis. For medical payments, there are no financial responsibility laws with which to comply, and the losses utilized for ratemaking are on a total limits basis.

Q. Would you please explain lines 2 and 3 on page C-1?

A. Yes. Those lines reflect the incorporation of loss development into the calculation. Line 2 shows the loss development factor, and line 3 is the result of multiplying the incurred losses and allocated loss adjustment expenses in line 1 by that loss development factor. As I mentioned, the losses on line 1 of page C-1 do not include losses which are not yet reported. By definition, since they are not yet reported, we cannot simply take a reported number and add it in. They are included by what is known as an adjustment for IBNR (incurred but not reported) losses. This is accomplished through the use of loss development factors. The losses as they are reported to us cover all accidents which occur during the one-year period ended December 31, 2023. When they are reported to us, they are evaluated as of March 31, 2024. As of March 31, 2024, some of the losses have already been paid and some have not. The unpaid losses are represented by loss reserves. The loss reserves, of course, are estimates

of what will ultimately be paid on these outstanding claims. Since we want the estimates to be as accurate as possible, we look at history to see how losses have changed, or "developed," in the past from the time they were initially reported to the time they were ultimately paid. For example, if we look back and see that historically there has been a 1% increase in the amount of losses from the time they were initially reported as reserves until the time they were ultimately paid, we would logically assume that the same development pattern will hold true for losses incurred during the year ended December 31, 2023. Accordingly, under this example, we would make an adjustment by increasing the losses as they are initially reported to us by 1%.

Q. What causes losses to change or develop as you have described?

A. The losses that are paid as of the date of the initial reporting, of course, do not change. As to the reserve portion of the losses, however, changes would typically result from the fact that the ultimate loss payments are more or less than estimated at the time of the initial report. Another factor would be the late reporting of claims. For example, if an accident occurred on December 28 of any given year and for some reason was not timely reported to the company, it might very well be that the losses as initially reported would not include any provision for that particular claim. By the time of the next year's evaluation, however, the claim would have worked its way into the system and the total loss would include either the paid amount or the reserved amount for that particular claim. This would cause an upward development in the losses as initially reported.

Q. Will you please refer to page D-14 of RB-1 and explain how the loss development factor for bodily injury in the filing was calculated?

A. Yes. In the top section of that page the combined voluntary and ceded losses evaluated as of 15, 27, 39, 51 and 63 months for the accident years for which data are available are shown. The first entry for the accident year ended December 31, 2019 is $738,594,513. This is in the column which is labeled "15 Months." This is the first evaluation of the losses caused by accidents which occurred during the year that ended December 31, 2019. The evaluation was made as of March 31, 2020 -- 15 months after the beginning of the accident year. Twelve months later (March 31, 2021), the losses caused by accidents which occurred during the year ended December 31, 2019 had grown to $806,534,395. This is the evaluation as of 27 months after the beginning of the accident year. This increase from roughly $739 million to $807 million represents a growth in losses, or a positive development, of 9.2% (1.092) as shown in the column on the lower portion of the page labeled "15 to 27 Mos." As shown on page D-14, we have looked at the average development from 15 months to 27 months over the three-year period of accident years 2020 to 2022 and over the latest five years. The average development for the three years was 1.141 or 14.1%, and the average development for the latest five years was 1.123 or 12.3%. As in the past, the Automobile Committee decided to use the factors based on the three-year averages. In my opinion, such factors provide the best balance of stability and responsiveness.

Q. Does page D-14 also show development figures for periods later than 27 months?

A. Yes. Studies have shown that for the bodily injury liability coverage virtually all losses have been paid by the time of the evaluation at 63 months after the beginning of an accident year. For that reason, we also calculate loss development factors for the periods from 27 months to 39 months, 39 months to 51 months and 51 months to 63 months. For example, by the time of the 39-month evaluation the losses for the accident year ended December 31, 2019 had grown to $832,567,186. This represents a change of 3.2% in the losses for the same accident year evaluated as of 27 months. The average development over the period 27 months to 39 months for the three most recent years for which the data are available was 1.035 or 3.5%.

The figures showing how losses developed from the 39-month evaluation to the 51-month evaluation and then to the 63-month evaluation are also shown on that page. The development factors were calculated in the same manner I just described for the "15 to 27" and "27 to 39" development factors. As you can see on the page, we used earlier accident years to get the later evaluations. This is because we do not yet know what the ultimate developments will be on the later accident years.

Q. Will you explain how the loss development factor used to determine the ultimate value of the accident year ended December 31, 2023 losses was determined?

A. Yes. The three-year average development factors for each of the applicable periods, as shown on page D-14, are:

Development Period	Factor
15 to 27	1.141
27 to 39	1.035
39 to 51	1.012
51 to 63	1.006

If you multiply all of these factors together, you will get the average development from the initial evaluation at 15 months to the ultimate payment value at 63 months. The result of that multiplication, rounded at each step, is 1.203 or 20.3% total development. In addition, the Automobile Committee was made aware of a change in the reserving methodology of a member company for Bodily Injury coverage that is not fully reflected in the historical loss development experience from which the factors have been determined. As a result of this change, the company anticipates lower development factors than those generated from their historic development pattern. The adjustment of the company's historical loss development experience to anticipated levels as appropriate results in a slight decrease in the overall expected development from 15 months to ultimate to 1.176 or 17.6%. Since losses have historically increased or developed by 17.6% from the time they are initially reported to the time they are paid, the assumption is that the losses for the accident year ended December 31, 2023 will do likewise. Accordingly, the developed losses shown in the filing for the accident year ended December 31, 2023 include a 17.6% upward adjustment for loss development.

Q. Is this the same loss development procedure that has been employed in previous automobile insurance rate filings in North Carolina?

A. Yes, except in occasional situations where one-time adjustments have been made, this is the usual loss development procedure for automobile insurance rate filings in North Carolina. Also, please note that the adjustment to the experience-derived loss development factors described above were applied for all coverages.

Q. Please refer to line 5 of page C-1. With reference to the column headed "Bodily Injury," please tell us what the figure $93,036,707 represents.

A. These are the unallocated loss adjustment expenses associated with accidents that occurred in the accident year ended December 31, 2023. As I explained earlier, unallocated loss adjustment expenses are those loss adjustment expenses which cannot be attributed on an accident-by-accident basis. That number is the result of multiplying the developed losses and ALAE in line 3 by the factor of 0.108 in line 4. The factor of 0.108 is derived from the Rate Bureau's North Carolina expense calls for 2019-2023 data, shown on page D-24, by calculating the ratio of unallocated loss adjustment expenses to the sum of incurred losses and allocated loss adjustment expenses for each of these years. In reviewing the expense experience, the Automobile Committee observed anomalies in the expense experience for year ended December 31, 2020, possibly resulting from inconsistencies among member companies in the reporting of the unique transactions occurring in 2020 in response to the sudden changes in driving behavior. As a result, the Automobile Committee did not utilize the 2020 unallocated loss adjustment expense experience in the determination of the rate levels. Instead, the average ratios including years 2019 and 2021-2023 (but excluding 2020), as shown on page D-27, were utilized for all experience years contained in RB-1.

Q. Has ISO reviewed the Rate Bureau's compilation of the expense data furnished by its member companies in response to the special call?

A. Yes. When ISO gets the expense information from the Rate Bureau, we routinely review it relative to earlier years for consistency. As I noted, anomalies were observed in the expense experience for year ended December 31, 2020, and, as a result, the 2020 expense experience was not utilized in the determination of the rate levels. Instead, the average expense ratios including years 2019 and 2021-2023 (but excluding 2020) were utilized to derive all categories of expenses contained on in RB-1.

Q. Please refer to page C-1, line 6 entitled "General and Other Acquisition Expenses." With reference to the figure $184,105,863 shown under the column headed "Bodily Injury," what does that figure represent?

A. These are the general and other acquisition expenses associated with the accident year ended December 31, 2023. These are the fixed expenses for that year. They are fixed in that they do not vary as a direct function of the premium collected. For example, employee salaries (other than claims employees) would be classified as either general expenses or other acquisition expenses. Those salaries are fixed in the sense that they do not vary directly as a function of premium. Such things as commissions and premium taxes, on the other hand, are examples of expenses which do rise or fall directly with premium. Line 6 of page C-1 represents the expenses (other than claims-related expenses) which are fixed in this sense.

The amounts shown on line 6 for each of the coverages are also derived from the most recent special call responses received by the Rate Bureau. The figures reported in response to the special call are total general expenses and total other acquisition expenses. It would not be appropriate to include the total figures actually reported since some of those expenses should be allocated to the "increased limits" portion of the total rates. Since what is calculated on page C-1 is the required premium needed for basic limits, we use only those fixed expenses which are attributable to the basic limits premium. As shown on page C-2 at footnote (c), the total limits fixed expenses were 6.9% for general expenses and 9.1% for other acquisition expenses, for a total of 16.0% of total limits voluntary and ceded collected earned premium and 5.6% for general expense and 7.4% for other acquisition expense, for a total of 13.0% of total limits voluntary and ceded manual earned premium. These represent the average ratios for the period from 2019 and 2021-2023. (The data for these percentages is shown on pages D-24 and D-27). Multiplying these percentages by the basic limits premium on a collected level for voluntary premium and on a manual level for ceded business for policies associated with the year ended December 31, 2023, you get the total fixed expenses attributable to the basic limits coverage. This is shown on pages D-28 and D-29.

Q. What is the assumed effective date used in the preparation of the present filing?

A. The filed rates have a proposed effective date of October 1, 2025 for new and renewal business.

Q. Would you please explain line 7 on page C-1?

A. The figure 7,965,903 in line 7 displays the earned exposures for the bodily injury coverage for the year 2023. An earned exposure represents one car insured for one year. Thus, the 7,965,903 represents the number of cars that were provided with coverage under the Bureau's non-fleet private passenger automobile policy during the year 2023. The earned exposures will serve as the denominator in the calculation of the projected values that will be used in calculating the required per risk premium.

Q. Referring to page C-1, please explain what is meant by line 8 -- Average Annual Change in Losses and ALAE.

A. In this Filing, the Rate Bureau is making rates to cover policies issued for new business and for renewals of existing business during the period October 1, 2025 through September 30, 2026. In order to do that, it is necessary to project the amount of losses which will be covered under policies becoming effective during that period. Since we know that losses change because of such things as changes in accident frequency and changes in injury and damage costs, it would not be appropriate to assume that the losses covered under 2025 and 2026 policies will be the same as the losses which are shown on line 3 for the accident year ended December 31, 2023. The purpose of line 8 is to trend the losses which are shown on line 3 to the anticipated level for 2025 and 2026 policies. Line 8 shows what is generally referred to as the trend factor. It is the anticipated annualized rate of change in losses. For the bodily injury liability coverage, the annual factor is 1.045 or 4.5% per year. These are referred to as

"pure premium" trends. In order to apply that annual trend to policies to be written under the new rates, the trend is applied over a period of 3.06 years, as shown in line 10 on page C-1. Mathematically this is done by raising the factor of 1.045 to the 3.06 power. This gives you the total amount of the trend projection.

Q. How were these trends determined?

A. They were selected by the Automobile Committee based on its review and discussion of a variety of information. Much of the information they reviewed was provided by ISO. The primary data for this analysis are what we refer to as "internal" trend data. These are the cost and frequency data for all companies writing private passenger non-fleet automobile insurance in North Carolina, for which trend lines were determined for several different time intervals both on a linear and on an exponential basis in order to determine what the actual changes for both cost and frequency have been in the recent past. This information is included in the filing at pages RB2-252 through RB2-269 and Section E, pages 6, 7, and 13.

Fast Track data were also provided. This is data from the Fast Track Monitoring System, a program administered under the auspices of the National Association of Insurance Commissioners ("NAIC"). This program was developed in the 1970s in response to a concern that the internal trend data were not produced currently enough to indicate the most up-to-date trends in accident frequency or severity. Fast Track data are collected, as the name implies, on an expedited basis from among a number of the larger automobile insurance writers. There are a number of problems with Fast Track data. For instance, they do not include the trend data of all insurers and are not subjected to the verification procedures which are applied to the internal trend data. Further, the Fast Track data, which are also compiled on a calendar year basis, are somewhat biased due to the relative growth of participating companies and the share of the market in claims and exposures they represent. Nonetheless, the Fast Track data can be useful on some coverages as a tool to assist in making judgments about likely trends where it is more current than other available data. For this review, the Fast Track data were not more current than the internal data. It should be noted that the Fast Track data displayed in this filing are the same Fast Track data supplied directly to the Commissioners by ISS, including data reported to ISO, ISS, NISS, and AAIS. The Fast Track data and trend calculations are included in the filing at pages RB2-244 through RB2-251.

Q. Was there any consideration given to the impact of the COVID pandemic on the trend experience used in making trend selections?

A. Yes. The Automobile Committee recognized that, due to the changes in driving behavior during the "lock down" period in the early stages of the pandemic, the calculated annual rates of changes utilizing those data points thereafter could yield anomalous results.

Q. Did this impact the method in which the Automobile Committee selected trend factors?

A. Yes. The Automobile Committee relied primarily on shorter-term annual rates of change (including only data points occurring after the lock-down period) in making claim frequency selections.

Q. Was there any other trend information provided to the Automobile Committee?

A. In addition to the internal trend and the Fast Track trends, various external information was provided to and reviewed by the Automobile Committee. This information included various government indices and statistics with respect to gasoline prices and miles driven.

Q. Is there any one mathematical procedure which can be used to determine the average annual change in pure premium?

A. No, there is not. The determination of an average annual change based on trend curves will give an accurate calculation as to what the past trend has been. However, the trend numbers calculated in that fashion should only be used as a prospective trend factor to the extent that one anticipates that the past trends will continue into the future.

Q. Have you reviewed the trends used in the filing?

A. Yes. The Rate Bureau adopted for use in the filing the selections made by the Automobile Committee. Those selections are set out on page D-8 of Exhibit RB-1 and are as follows:

COVERAGE	COST		FREQUENCY		PURE PREMIUM	
	Hist.	Prosp.	Hist.	Prosp.	Hist.	Prosp.
Bodily Injury (B/L)	3.5%	3.5%	1.5%	1.0%	5.1%	4.5%
Bodily Injury (T/L)	4.0%	3.5%	1.5%	1.0%	5.6%	4.5%
Property Damage	10.5%	6.0%	3.0%	0.5%	13.8%	6.5%
Medical Payments	-1.0%	0.0%	2.5%	2.5%	1.5%	2.5%
Comprehensive	13.0%	13.0%	4.0%	2.0%	17.5%	15.3%
Collision	8.0%	4.0%	1.0%	0.0%	9.1%	4.0%
Uninsured Motorists (BI)	6.5%	6.5%	0.5%	1.0%	7.0%	7.6%
Uninsured Motorists (PD)	11.5%	11.5%	0.0%	0.0%	11.5%	11.5%
Underinsured Motorists	1.0%	1.0%	6.0%	7.0%	7.1%	8.1%

Q. Do you have an opinion with respect to the reasonableness of these trends?

A. Yes, based on my own review of the data, I do. I believe that the Rate Bureau has been reasonable in its trend selections. By that, I mean that the Bureau selected trends that were within my range of reasonableness.

For bodily injury coverage, historical claim cost trends of +3.5% for basic limits and +4.0% for total limits were selected. This was based on selecting values that fit within the narrow range of values of the annual change in costs at both basic and total limits, as measured by the 24-point, 15-point, 12-point, 9-point and 6-point fits based on data through 2nd quarter 2022. A factor of +3.5% for basic limits was also selected for the prospective claim cost trend based on the continued stability in rates of change in the most recent points. For total limits, a prospective factor of +3.5% was selected based on the potentially slowing pace of increases in costs as evidenced in the last few data points.

For bodily injury claim frequency, a historical trend of 1.5% was selected. The Automobile Committee examined the quarterly paid claim frequency data subsequent to the lock down period in early 2020 and noted that the annual rate of change for claim frequency has been generally increasing since that point in time. For the prospective claim frequency trend selection, the Automobile Committee noted a slight flattening in the increase in claim frequencies over the last several quarters, and as a result, a +1.0% selection was made to reflect an expectation that the more recent level of increases in claim frequency will persist through the prospective period.

For property damage coverage, a historical cost trend of +10.5% and a frequency trend of 3.0% were selected. The +10.5% selection for cost falls within the wide range of the longer-term and shorter-term fitted annual rates of change based on data through 2nd quarter 2024. The selection of the 3.0% historical frequency change reflects the observation that the annual rate of change for claim frequency data subsequent to the lock down period in early 2020 had been increasing until the most recent data points. For the prospective claim cost trend, a factor of +6.0% was selected based on the observation that the rapid rates of increase since the second half of 2020 may have started to slow. A prospective claim frequency trend of +0.5% was selected based on the flattening in claim frequencies in the recent data points.

For medical payments coverage, a historical cost trend of -1.0% was selected. This selection for claim cost falls within the range of the short-term and longer-term fits based on data through 2nd quarter 2024. A prospective cost trend of 0.0% was selected based on the expectation that downward cost pressures will not continue. For medical payments historical frequency, a value of +2.5% was selected. This selection was made to reflect the overall increases in claim frequency over the period subsequent to the initial COVID lock down. A prospective claim frequency trend of +2.5% was selected with the expectation that the recent trend will continue.

The underlying claim cost and frequency data for bodily injury, property damage and medical payments coverages is found on pages RB2-252 through RB2-255.

Because of the way claims appear to have been reported during the various catastrophic events that have occurred in North Carolina, the Automobile Committee examined comprehensive trend data excluding wind and water and "all other" property damage losses.

For comprehensive, the Rate Bureau selected historical and prospective claim cost trends of +13.0%. These are based on selecting a value that fits within the fairly narrow range of

changes observed over all fits in the all deductible combined claim cost data on page RB2-256.

For comprehensive claim frequency, the Rate Bureau selected historical and prospective trends of 4.0% and 2.0%, respectively. The 4.0% historical selection is based on the increasing claim frequencies evident since 2021. The 2.0% prospective selection is based on an apparent slowing in the rate of increases in the most recent data points. Data for all deductible comprehensive coverage is shown on page RB2-256.

For collision, the Rate Bureau selected a historical claim cost trend of +8.0%, based on selecting a value that reflects the rapid rate of change between 2021 and 2023, as shown in the all deductible combined claim cost data on page RB2-263. For the prospective claim cost trend, the Rate Bureau selected +4.0% to reflect the observance of a mitigation of the rate of cost inflation into the most recent data points.

For collision claim frequency, the Rate Bureau selected a 1.0% historical frequency factor to reflect the observation that claim frequency increased steadily from 2021 to 2023. A prospective claim frequency trend of 0.0% was selected based on the more recent flattening in claim frequencies, as shown in the all deductible combined data on page RB2-263.

The selected UM BI claim cost trend factor of +6.5% for both the historical and prospective periods is based on selecting a value that fits within the range of values of the annual change in costs across all fits, while noting the continued stability in rates of change in the most recent points. The UM BI claim cost data can be found on page E-6.

The UM BI historical claim frequency selected trend factor of 0.5% and prospective claim frequency selected trend factor of 1.0% are based on the relative stability in claim frequencies over the entire trend experience period, while noting a potential uptick in uninsured drivers during the prospective period in response to the increase in the minimum required liability limits. The UM BI claim frequency data is shown on page E-6.

The selected UM PD historical and prospective claim cost trend factor of +11.5% is based on the short-term fits found on page E-7 and the expectation that the recent rates of change will continue.

The selected UM PD historical and prospective claim frequency trend factor of 0.0% is based on the relatively flat changes in claim frequency over all fits, as shown on page E-7.

The selected UIM BI historical and prospective claim cost trend factor of +1.0% is based on selecting a value that falls within the range of the fitted values found on page E-13.

The selected UIM BI historical claim frequency trend factor of +6.0% is based on the tight range of annual changes observed in the medium and long-term fits. The selected prospective selected claim frequency trend factor of +7.0% is based on the more recent increases fits as observed in the short term fit. UIM BI claim frequency data can be found on page E-13.

Q. In making your evaluation of the Rate Bureau's trend selections, have you relied on any other data?

A. Yes, I have. I relied on the various CPI cost information, information on gasoline prices, and miles driven data as shown in Exhibit RB-2, pages 277 to 285. In looking at the trend data, my judgment and interpretation of the trend data were influenced by my awareness and analyses of these external data.

Q. Please refer to line 9 of page C-1 of Exhibit RB-1 and explain the purpose of that line.

A. The average annual change in expense cost of 4.0% represents the expected change in general expenses, other acquisition expenses and unallocated loss adjustment expenses. These expenses are treated as fixed expenses and do not vary in direct relationship to the actual premium dollars. These expenses represent salaries, overhead, rents and expenses that should vary according to general economic trends and not as a direct function of how premium increases or decreases. For example, commissions are calculated as a percent of premium. If the premium rate goes up, the dollars of commission go up. On the other hand, the salary paid to an employee in the Home Office, which is a part of general expenses and other acquisition expenses, is not tied to premium. Just because premium may go up 10% does not mean that the employee's salary will go up 10%. The salary will be influenced by general economic trends and not what the premium level is doing. That is why general expenses and other acquisition expenses are treated differently from those expenses that vary as a function of premium in this filing.

Q. Would you explain how the 4.0% factor in line 9 was determined?

A. The average annual change in expenses is based on analysis of the latest average annual change in the All Items CPI, the All Items-Less Energy CPI and the Compensation Cost Index. The data are shown on pages D-10 through D-11 of Exhibit RB-1. The Automobile Committee examined the fitted rates of change over various time periods for the last 4 years. Based on an analysis of this data, a selected factor of 4.0% is quite reasonable, as the various fits examined showed annual rates of change within a fairly small range from 3.27% to 4.66%.

Q. How do you apply the average annual change in expenses set forth in line 9?

A. The procedure on how the average annual change in expenses is applied is described in footnotes (e) and (f) on page C-2. The expenses set forth on lines 5 and 6 are multiplied by the prospective trend factor to adjust the expenses for the projected future changes in expenses. The general and other acquisition expenses are trended to six months past the effective date and the unallocated loss adjustment expense is trended to the average date of loss for policies that will be written at the proposed rates.

Q. Will you explain line 13 on page C-1 entitled "Projected Losses and ALAE"?

A. The projected losses and allocated loss adjustment expenses of $985,499,936 are the losses and allocated loss adjustment expenses set forth on line 3 multiplied by the total trend projection. This results in the losses that we expect will be incurred.

Q. Line 10 on page C-1 and footnote (e) on page C-2 indicate that losses are trended for a period of 3.06 years. Will you explain how the 3.06 years of projection was calculated?

A. The incurred losses set forth on line 3 are the developed losses for the accident year ended December 31, 2023. These losses actually occurred during that time frame. The average date of loss of those accidents is the mid-point of that accident period or July 1, 2023. In order to adjust these losses to the expected future level, you have to adjust them by the trend factor. The proposed effective date for purposes of the calculations in the filing is October 1, 2025. This means that policies to which the filed rates apply will be those becoming effective anywhere from October 1, 2025 through September 30, 2026. A policy becoming effective on the last day of that interval, September 30, 2026, assuming it is an annual policy, will expire on September 30, 2027. The period during which accidents will occur under these policies will be anywhere from October 1, 2025 through September 30, 2027. If you were to assume that all of the policies were annual policies, the average date of accident underlying the proposed rates would be the mid-point of that two-year period or October 1, 2026. If we were only talking about annual policies, we would trend from the average date of accident underlying our base experience period, July 1, 2023, to October 1, 2026 - a period of 3.25 years. This would be the amount of the trend you would have to use in order to take your base losses and adjust them to the appropriate future level.

If you were to assume that all of the policies were six-month policies, then a policy becoming effective on September 30, 2026 would expire on March 31, 2027. The period during which accidents will occur on these policies will be from October 1, 2025 through March 31, 2027. Thus, the average date of accident underlying the proposed rates for 6-month policies would be the midpoint of that 18-month period, July 1, 2026.

In North Carolina, not all policies are annual policies. Most automobile policies in North Carolina are six-month policies (approximately 77% - see page D-6). Based on the "mix" of policy terms being written in North Carolina, the average date of loss will be July 21, 2026. Therefore, in order to adjust the base losses from the July 1, 2023 level to the July 21, 2026 level, it is necessary to apply the annual trend factors for a total period of 3.06 years.

Q. Will you explain the projected ULAE in line 14 on page C-1 of Exhibit RB-1?

A. These are the unallocated loss adjustment expenses in line 5 projected by the average annual change in expenses in line 9 to the average date of expense for policies issued under the filed rates. These loss adjustment expenses have to be adjusted for the same 3.06-year period since loss adjustment expenses occur at approximately the same time that losses occur.

Q. Will you explain line 15 entitled "Projected Losses and LAE per exposure"?

A. Line 15 shows the anticipated average cost per insured vehicle for losses and all loss adjustment expenses. The value is calculated by adding the projected losses and ALAE in line 13 and the projected ULAE in line 14 and then dividing the total by the earned exposures in line 7.

Q. Will you explain line 16 entitled "Projected G & OA Expenses"?

A. As shown in footnote (f) on page C-2, projected general and other acquisition ("G & OA") expenses are the general and other acquisition expenses in line 6 projected by the average annual change in expense in line 9. The projected period of 2.75 years is utilized because general and other acquisition expenses are typically incurred at the time a policy is written as opposed to the date that a loss occurs. Therefore, the average date of G & OA expenses is different from the average date of expense utilized for loss adjustment expenses. The trend period is from the midpoint of the year to April 1, 2026, the average date of expense for policies to be issued using the revised rates.

Q. What does line 17 entitled "Projected Fixed Expenses per exposure" show?

A. Line 17 entitled "Projected Fixed Expenses per exposure" takes the Projected G & OA Expenses shown on line 16 and divides them by the earned exposures in line 7. This figure represents the amount that will be incurred for general and other acquisition expenses on a per exposure basis.

Q. What does line 18 entitled "Projected Loss, LAE and G & OA Expenses per Exposure" show?

A. Line 18 is, as indicated, just a combination of lines 15 and 17; it is the sum of projected losses and ALAE, projected ULAE and projected general and other acquisition expenses all stated as an average amount per earned exposure. These are the projected costs that can be expected to be incurred during the prospective period and are the major components for which the average rate will need to provide.

Q. What does line 19 entitled "Percentage Dividends" show?

A. Line 19 shows the Rate Bureau's selected provision of 0.30% for anticipated dividends to policyholders. This is based on the data shown on page D-31 which shows policyholder dividends as a percentage of all premium for 2018-2023. In reviewing those data, the Automobile Committee recognized that dividends, though small, have been paid consistently and in material amounts. However, the Automobile Committee noted that the dividend percentage of premium for 2020 appeared anomalous in comparison with the other years shown. Based on this, the Bureau determined the average value for 2018-2019 and 2021-2023 (excluding 2020) and selected provisions of 0.30% of premium for liability and 0.40% of premium for physical damage to reflect anticipated dividends. Given the historical data, this is a reasonable assumption. The data for dividends is shown on page D-31.

Q. What does line 20 on page C-1 entitled "Permissible Loss, LAE and G & OA Expense Ratio" show?

A. This line accounts for the other expense items, such as commissions and brokerage and taxes, and provides for underwriting profit. If you look at page D-20, you can see that, for the liability coverages, the commissions and brokerage are 7.2% of the premium dollar, and taxes, licenses and fees are 2.3% of the premium dollar. The provision utilized in this filing for underwriting profit for liability is 8.0%, and there is a 0% margin for contingencies. All of these items add up to 17.5%. These items are what are known as variable expenses. They vary in direct proportion with the premium dollar. Out of every dollar of premium written, 17.5 cents will go to pay for these expenses and 82.5 cents is left to pay for trended losses, trended loss adjustment expenses and trended general and other acquisition expenses.

Q. What is the source of the percentages on page D-20 with respect to commissions and brokerage and taxes, licenses, and fees?

A. They were calculated from the 2020-2024 North Carolina expense calls for 2019-2023 data undertaken by the North Carolina Rate Bureau. As I noted earlier, the values shown reflect the average value for years 2019 and 2021-2023 due to anomalies in the 2020 data.

Q. Does the filing contain a provision for contingencies?

A. The Rate Bureau selected a 0% provision for contingencies. In doing so, the Bureau considered whether there were any expected differences between the estimated costs and the average actual costs that cannot be eliminated by changes in the assumptions used for other components of the ratemaking process.

Q. Would you explain line 21 entitled “Net Premium Required per Exposure”?

A. This is the required amount of premium that the companies need to collect, on average, from each insured in order for the companies in the aggregate to have sufficient premium to pay the expected losses and expenses and allow for the companies in the aggregate to achieve the target profit provisions included in the Bureau filing. This amount is calculated by taking the Projected Losses, LAE and Expenses per Exposure, and loading them for the variable expenses such as commissions, taxes and profit. In effect, the Projected Losses, LAE and Expenses per Exposure are divided by the Permissible Loss, LAE and G & OA Ratio. Simply put, this amount represents the anticipated loss and expense level of the average driver in North Carolina purchasing liability insurance, as well a provision for profit.

Q. Would you explain line 22 on page C-1 entitled "Percentage Net Deviations"?

A. The Bureau recognized that some drivers will pay more than the premium levels determined in the filing (consent to rate risks, Facility other than clean risks) and that some drivers will pay less than the premium levels determined in the filing (risks receiving downward deviations). On page D-41, the Bureau provides an analysis of the anticipated revenue from all sources compared to the premium that would be generated if the filed Bureau manual rate

was charged to all risks. In determining the anticipated revenue, the Bureau has used the historic average of the deviations from the manual rate (where the term deviation can be positive relative to the Bureau rate — other than clean risks in the Facility and consent to rate risks for physical damage, as well as the deviations below manual rates filed by many companies) based on a six-year average. The clean risk recoupment, collected by the Facility to account for the difference between the actuarially sound rate for these risks and the Bureau manual rate, is also being considered as a revenue component. The recoupment amount is based on average historical indicated clean risk surcharges as calculated by the Facility. As a result of this analysis, the Rate Bureau believes that the premiums and other revenue items anticipated to be collected from all of these drivers at the rates anticipated to exist during the period these rates will be in effect is significantly less than the amount necessary to pay the anticipated losses and expenses and the fair profit as contained in the calculation of the Bureau rate in the filing. Therefore, it is necessary to include an additional provision for rate deviations in determining the manual rate. The average indicated shortfall for 2018-2019, 2021-2023 is 8.39% for liability and 14.34% for physical damage, as shown on pages D-41 and D-42. These provisions have been incorporated into the derivation of the filed rate level changes.

Q. What does line 23 entitled "Anticipated Deviations per Exposure" show?

A. Line 23, as indicated, restates the indicated percentage net deviations as an average amount per earned exposure, based on the net premium determined in Line 21.

Q. Would you explain line 24 entitled "Premium Required per Exposure"?

A. This is the required amount of premium that the companies need to collect, on average, from each insured in order for the companies in the aggregate to have sufficient premium to pay the expected losses and expenses and allow for the companies in the aggregate to achieve the target profit provisions included in the Bureau filing. This amount is calculated by taking the Projected Losses, LAE and Expenses per Exposure (loaded for the variable expenses such as commissions, taxes and profit), combined with the anticipated deviations per exposure.

Q. What is the Distributional Adjustment Factor as shown on line 25?

A. The distributional adjustment factor as shown on line 25 is the average class factor reflecting the mix of the various use classes, inexperienced operator classes, multi-car/single car risks and the average SDIP factor, based on the current factors for each these classes. It measures the relative difference between what the average risk will pay and the amount paid by the base class. For example, the 0.873 distributional adjustment factor for bodily injury liability indicates that, because of the application of these various rating factors, the average risk will pay 87.3% of the otherwise applicable base rate. For medical payments, the distributional adjustment factor also includes the average airbag discount. For physical damage, the distributional adjustment factor also includes the average model year and symbol factor and the average deductible relativity underlying the latest year of experience.

Q. What does the item in line 26 "Selected Higher Limits Change" represent?

A. This is the effect on the overall premium level of the indicated changes to the higher limits factors for bodily injury and property damage. Since the Rate Bureau has elected not to propose changes in the higher limits factors, they are reflecting it here in order to produce an overall change in premium in balance with the overall indication. This will be explained later in the description of the review of increased limits experience.

Q. Could you please explain line 27 entitled "Required 30/60/25 Base Class Premium"?

A. The figure shown on line 26 is the needed average 30/60/25 base class premium statewide. It is determined by dividing the average premium in line 24 by the distributional adjustment factor in line 25 and multiplying by the selected change in higher limits in line 26. This is the average indicated statewide premium required for a single car, pleasure use, no SDIP and no inexperienced operators risk. This premium will be used in the development of the territory base rates where it will be distributed based on the difference from the statewide average of each territory's three-year pure premium.

Q. Could you explain the Increased Limits Factors 30/60/25 to 50/100/50, as shown on line 28?

A. Since the minimum required limits of liability coverage will have increased from 30/60/25 to 50/100/50 by the time the proposed rates will become effective, the 30/60/25 required base class premium must be adjusted to the new minimum limits level. This is accomplished by applying the increased limits factors from the 30/60/25 minimum limits to the revised 50/100/50 minimum limits amounts.

Q. Would you please explain line 29 entitled "Required 50/100/50 Base Class Premium"?

A. The figure shown on line 29 is the necessary 50/100/50 base class premium statewide. It is determined by multiplying the 30/60/25 base class premium in line 27 by the increased limits factors in line 28.

Q. What does line 30 "Effective Total Limits Change" represent?

A. The effective total limits change represents the overall change to the base rates resulting from the distribution of the statewide required premium from line 29 to the territories after accounting for the rounding of the resulting territory base rates to whole dollar values, as determined on page C-13. Since no increased limits revisions are being proposed in this filing and the effects of the indicated higher limits changes have been incorporated into the filed basic limits rates, the effective total limits change is equal to effective basic limits change.

Q. Are the calculations of the indicated average rate level for the property damage and medical payments coverages performed in the same manner as for the bodily injury coverage you just described?

A. Yes, while the inputs are obviously different for the different coverages, the calculations are performed in the same general manner.

As noted on page C-1, the medical payments indications are performed on a total limits basis. Therefore, there are no adjustments anywhere in the calculation to a basic limits basis. However, the distributional adjustment factor for medical payments will be that much larger, since, as part of the calculation to put the premium at a base class level, the premium must be presented at basic limits, and, therefore, the medical payments total limits premium is divided by the average increased limits factor in addition to the average class factor.

Q. What are the filed average rate level changes for bodily injury, property damage and medical payments coverages resulting from the calculations on page C-1?

A. The filed average basic limits rate level changes for bodily injury and property damage resulting from the calculations on page C-1 are posted on page A-2. They are determined by taking the ratio of the statewide average required base class premium to the current statewide average base class premium. The required base class premiums by territory are determined by distributing the required base class premium, as shown on the appropriate statewide rate review pages (C-1 for liability), using the relative changes by territory found in Column (7) on pages C-13 and C-14 and the appropriate expense flattening adjustment. The statewide average for both is determined by taking the weighted average by territory using the earned car years for the year ended 12/31/2023. For medical payments, the experience review is performed on a total limits basis and the weighted average of the changes by territory, as determined on page C-15, represents the filed total limits change.

As shown on page A-1, the result of all of these calculations is that the filed average total limits rate level changes are 13. 1% for bodily injury, 26.7% for property damage, and +0.4% for medical payments.

Q. Page C-7 is entitled "North Carolina Private Passenger Automobile Insurance Physical Damage Coverages Statewide Rate Review Calendar Year Ended 12/31/23." What is displayed on that page?

A. Page C-7 sets forth the calculations underlying the indicated average rate level based upon the year ended December 31, 2023 for the comprehensive and collision coverages in North Carolina. That is the latest available physical damage ratemaking data for North Carolina, including data on policies written under consent-to-rate programs. Policies written at or below manual rates are referred to in the filing as “voluntary” or “standard.” Policies written under consent to rate programs are referred to in the filing as “consent to rate” or “nonstandard.” While the terms “voluntary,” “standard” and “nonstandard” are often used to differentiate between physical damage policies written at Bureau rates and those written under consent to rate procedures, the terms are somewhat misleading since all physical damage policies are written voluntarily – there is no requirement that companies write any physical damage coverage.

Q. Referring to line 3 on page C-7 entitled "Incurred Losses," would you explain what the figure $840,077,967 represents?

A. These are the incurred losses for the comprehensive coverage for the year ended December 31, 2023. This figure results from adjusting the paid losses (with normalized wind and water losses) for the year ended December 31, 2023 in line 1 to an incurred basis by multiplying by the factor of 1.015 shown in line 2. Page D-38 shows the derivation of the paid-to-incurred factor of 1.015. The paid-to-incurred factor is used in the calculation of physical damage rates because the losses for physical damage coverage are reported on a paid basis and must be adjusted to an incurred basis. The paid-to-incurred factor is calculated using statutory Page 14 Annual Statement data for 2023, which includes data on policies written at downward deviated rates, policies written at manual rates and policies written under consent to rate programs. Statutory Page 14 of the Annual Statement must be filed by each company with the North Carolina Insurance Department. These are North Carolina only data.

The derivation of the wind and water adjustment is shown on page D-12 of Exhibit RB-1. Comprehensive coverages are subject to catastrophic influences, and it is therefore necessary to take a long-term look at the impact of wind and water or catastrophic type occurrences on losses. A procedure has been developed for use in automobile insurance ratemaking to normalize the wind and water losses. Page D-12 shows this. Wind and water paid losses have been divided by total paid losses excluding wind and water for the comprehensive coverage to determine the long-term average wind and water ratio in North Carolina. Each year's actual wind and water losses are then replaced by an amount commensurate with the long-term wind and water ratio. The incurred losses shown in Line 3 reflect this adjustment.

Q. Are you saying that the incurred losses of $840,077,967 for the calendar year ended December 31, 2023 are not the total actual losses for North Carolina comprehensive coverages for that calendar year?

A. That is correct. The actual losses for the calendar year ended December 31, 2023 are shown on page D-13. The wind and water procedure smooths the actual losses by adjusting them to reflect the long-term wind and water ratio for North Carolina. This prevents shock influences in the rates associated with year-to-year variation in wind and water losses.

Q. Page D-12 of Exhibit RB-1 shows significantly more losses beginning in the year ended 12/31/99 than in the earlier years. Could you explain the reason for the increase?

A. 1999 and subsequent years include ISS data in the calculation of the Excess Wind and Water factor. The review of the data showed it to have results similar to the ISO only data.

Q. Are loss adjustment expenses and general and other acquisition expenses in lines 5 and 7 of the physical damage coverages on page C-7 of Exhibit RB-1 generated in the same manner described in your earlier testimony regarding the liability expenses?

A. Yes. The only exception is that the loss adjustment expenses set forth on line 5 are all loss adjustment expenses for the physical damage coverages. The allocated loss adjustment

expenses are not separately identified for physical damage losses and therefore line 5 contains all loss adjustment expenses, both allocated and unallocated. Unlike the liability coverages, there are no loss adjustment expenses included in the incurred losses in line 3 of this calculation. Also, the general and other acquisition expenses are without any adjustment for basic limits.

Q. **Are there differences between line 8 on page C-1 of Exhibit RB-1 with respect to liability coverages entitled "Average Annual Change in Losses and ALAE" and line 8 on page C-7 of Exhibit RB-1 with respect to physical damage coverages entitled "Average Annual Change in Losses"?**

A. They are essentially the same. The average annual change in losses and ALAE on page C-1 for liability coverages and the average annual change in losses on page C-7 of Exhibit RB-1 with respect to physical damage coverages measure the same types of changes. Both of these numbers measure the change in frequency of loss and in severity of loss. Based on the frequency and cost trends I have previously described, the pure premium loss trends used in the rate level calculations for the comprehensive and collision coverages are 15.3% and 4.0% respectively.

Q. Line 9 of page C-7 shows an average annual change in expense costs for both the collision and comprehensive coverages of 4.0%. Is that the same 4.0% average annual change in expenses about which you testified earlier with respect to the liability coverages?

A. Yes.

Q. Was it calculated and applied in the same manner as you have previously testified with respect to the liability coverages?

A. Yes.

Q. You have previously testified as to how, for the liability coverages, the annual loss trends are applied to losses in order to determine trended losses. For the physical damage coverages, are the trends applied in the same manner to determine trended physical damage losses?

A. Yes, they are applied exactly the same way.

Q. Are the remaining portions of the rate level calculations with respect to the physical damage coverages performed in the same manner as the liability coverages?

A. There is one difference from the liability calculation. In the physical damage coverages, which are rated based on the model year of the vehicle and the symbol, the rate for vehicles increases as a new model year is introduced or a vehicle is assigned a higher symbol. Because of this it is necessary to reflect the additional revenue that can be anticipated because of the prospective distribution of vehicles by model year and symbol. This has been accounted for by the model year and symbol trend factors displayed on lines 25 and 26.

Q. Could you explain how the increase in premiums reflecting the prospective distribution of model years and symbols was calculated in this filing?

A. The required average premium per exposure for the comprehensive coverage and for the collision coverage has been adjusted by factors of 1.047 for comprehensive and 1.101 for collision to account for the additional revenue generated by the introduction of new model year vehicles into the market between the experience period and prospective period. The model year factor is derived by comparing the average model year relativity for the period during which policies will be written at the prospective rates to the average model year relativity for the latest experience year, indexed to the current base model year. This calculation is shown on page D-39 and described in RB2, pages 287-291.

The required average premium per exposure for the comprehensive coverage and for the collision coverage has also been adjusted by annual effects of 3.7% and 1.6% per year, respectively, to account for the additional revenue generated by the introduction of new, higher-valued vehicles into the market between the experience period and prospective period, as captured by the vehicle symbol. The symbol trend factor is derived by comparing the average symbol relativity for the proposed projection date to the average symbol relativity for the latest experience year. The resulting annual changes were determined by dividing the total change by the number of years from the midpoint of the latest experience year to the average date of earning for policies that will be written under the proposed rates, or 3.06 years. Page D-40 displays the average symbol relativities by year ended quarter for the prospective period and for latest year of experience This calculation is described in further detail in RB2, pages 292-297.

Q. What are the results of these adjustments?

A. Line 28, the Required Base Class Premium, reflects the results of applying the model year and symbol trend factors and provides the appropriate base class premium for each coverage.

Q. What does line 29 "Factor for Change in Model Year Base" represent?

A. This factor for Change in Model year base will be needed to take the indicated Model Year 2024, Symbol 11 Required Base Class Premium to a 2026, Symbol 11 basis. These represent the relativities applicable to a two-year shift in model year base. This factor is applied to the required premium in line 28 to derive the required premium in line 30 and provides us with the base class premium that will be distributed based on each territory's experience (just as in liability) to produce the base class premiums by territory.

Q. What does line 31 "Effective Change" represent?

A. The effective change represents the overall change resulting from the distribution of the statewide required premium from line 30 to the territories after accounting for the rounding of the resulting territory base rates to whole dollar values.

Q. Does this filing propose any change in uninsured and underinsured motorists coverage rates?

A. The filing proposes increases for both uninsured motorists coverage rates and underinsured motorists coverage rates.

Q. How has the rate for uninsured motorists coverage been calculated?

A. The total limits uninsured motorists coverage experience review is shown on page E-1. The incurred losses have been adjusted for unallocated loss adjustment expense. The UMBI losses have been developed by North Carolina UMBI loss development factors, the calculation of which is found on page E-4. Please note that the loss development factors for UMBI are based on the average of the latest five years of available data. The UMPD losses have been developed using the UMPD loss development based on the average of the latest five years of available data as shown on page E-5. As noted previously, the Automobile Committee was made aware of a change in the reserving methodology of a member company that is not fully reflected in the historical loss development experience from which the factors have been determined. As a result of this change, the company anticipates lower development factors than those generated from their historic development pattern. The adjustment of the company's historical loss development experience to anticipated levels as appropriate results in a slight decrease in the overall expected development from 15 months to ultimate. The UMBI and UMPD losses have been trended separately with annual trend factors that vary by year, as shown on page D-9. The trended losses are compared to the earned exposures and loaded for expenses. They are then combined with a provision for net deviations, in a similar manner as bodily injury, property damage and medical payments. This results in the required premium per exposure.

Page E-1 shows the rate calculations based on the most recent three years, and line 27 shows the total limits rate as the exposure-weighted average of the required total limit premium per exposure from the three latest years.

Q. How are the filed rates for UM determined and what is the resulting change?

A. Based on the current rates by limit and the distribution of risks by limit for the limits available during the experience period, the Rate Bureau determined the overall average total limits current rate for UM coverage. Using the overall average total limits current rate and the indicated total limits rate from page E-1, an indicated total limits change of +49.8% was determined, as shown on page E-2. Applying the indicated change uniformly to the current rates by limit for the limits to be available during the prospective period and rounding to a whole dollar rate resulted in the proposed rates by limit for UM coverage, as shown on page E-3. The overall effective change for UM coverage was then determined by comparing the average proposed rate, assuming a limits distribution whereby the current minimum limits risks will move exclusively to the new minimum limits, to the average current rate using the same anticipated distribution of risks. As shown on page E-3, the resulting rates over all limits produced the filed total limits effective change of +47.6%.

Q. Does this filing also include a change to the bodily injury underinsured motorist coverage?

A. Yes, it does.

Q. Please explain the manner in which these changes were developed.

A. In a manner similar to UM, the change in the bodily injury underinsured motorists (UIM) rates is based on an analysis of 3 years of UIM experience, as shown on page E-10. Comparing the indicated total limits rate on page E-10 to the current overall average total limits rate corresponding to the UIM coverage provisions underlying the experience period resulted in an indicated total limits change of +41.4%, as shown on page E-11. Applying the indicated change uniformly to the rates by limit under the revised UIM coverage provisions to be in effect during the prospective period and rounding to a whole dollar rate results in the proposed rates by limit as determined on page E-11. The overall effective change for UIM coverage was then determined by comparing the average proposed rate for the new UIM coverage to the average rate effective at the onset of the new coverage, assuming a limits distribution whereby the current set of risks not previously carrying UIM coverage will purchase UIM coverage at the minimum required limits. As shown on page E-11, the resulting overall total limits effective change is +41.2%.

Q. How are motorcycle insurance rates determined in North Carolina for the liability coverages (bodily injury, property damage and medical payments)?

A. Section F of RB-1 shows the indicated rate changes that are calculated separately using motorcycle experience in North Carolina. The resulting rates are then presented as a percentage of the rates applicable to private passenger non-fleet automobile insurance. The percentage is what is commonly referred to as a "relativity." If, for example, the motorcycle's engine size is 499 cubic centimeters or less, the indicated relativity for the bodily injury and property damage liability coverage is 8% of the rate for private passenger non-fleet automobile insurance. Similarly, relativities for engine size groups (in cubic centimeters) of 500 to 1249, 1250 to 1499 and 1500 and up are also displayed. The same indicated relativity of 32% applies for medical payments for all engine size groups.

Q. Given the fact that motorcycle rates are shown in the manual as a percentage of rates for private passenger non-fleet automobile insurance, what would the effect be on motorcycle rates of a 20.2% increase in automobile liability insurance rates for the bodily injury and property damage coverages?

A. If the motorcycle rate relativities are not adjusted, a 20.2% increase in the automobile liability insurance rates would automatically result in the same approximate percentage increase in the motorcycle liability rates.

Q. Does Exhibit RB-1 contain calculations which seek to determine what the indicated change in rates should be for the motorcycle liability coverages?

A. Yes. Page F-2 of Exhibit RB-1 shows that for motorcycle business a 9.1% decrease is needed for the bodily injury, property damage and medical payments coverages.

Q. Please refer to page F-2 of Exhibit RB-1 and explain how the indicated rate change of -9.1% was determined.

A. The figures shown on lines 1 and 2 of page F-2 are based on the statistical data for motorcycles reported by member companies for accident years 2021, 2022 and 2023 as evaluated on 3/31/2024. Line 5 of page F-2 has been derived from the data reported to the Rate Bureau by its member companies in response to its annual expense call. The information was compiled by the Rate Bureau and then furnished to ISO. The earned premiums at present rates were calculated by means of an actuarial technique known as earned on-level factors. This technique uses adjustment factors to reflect the impact of any rate level changes made during and subsequent to each calendar year to bring the historical data up to current level.

Line 3 is a factor derived from the Rate Bureau's annual expense call and is based on the average ratio of unallocated loss adjustment expense to the incurred losses plus allocated loss adjustment expenses for the three years in the experience period. The resulting unallocated loss adjustment expenses are the products of the factor on line 3 and the incurred losses and allocated loss adjustment expenses on line 2. These are displayed on line 4.

The figures shown on line 6 are the annual percentage trends in losses. They were determined by taking a weighted average of the trends used to calculate automobile rates for bodily injury, property damage, medical payments, uninsured motorists and underinsured motorists coverages.

The figure in line 7 for average annual change in expense costs is 4.0% per year. This is the same prospective expense trend figure that was used in determining the automobile proposed rates. The 4.0% figure was determined and applied in the same manner as in the automobile coverage.

The figure for projected losses in line 8 is simply the amount shown in line 2, with the annual percentage trend from line 6 applied. The manner in which the trend is applied is the same as was used in the automobile filing. The procedures for trending the loss adjustment expenses (line 9) and the general expenses and other acquisition expenses (line 10) are also the same as were used in the automobile filing. Line 11 is simply the total of lines 8, 9 and 10.

The projected loss, LAE and G & OA expense ratio shown in line 12 is simply line 11 divided by line 1. Taking the year ended 12/31/23, for example, $54,486,584 shown in line 11 is divided by the $68,846,061 in line 1. The result is 0.791. This means that, if rates are not changed, 79.1 cents of every dollar of premium will be needed to cover losses, loss adjustment expenses, general expenses and other acquisition expenses.

Q. How was the Permissible Loss, LAE and G & OA Expense Ratio in line 13 calculated and what is their significance?

A. There are certain expenses which vary in direct proportion to the premium dollar. For example, commission and brokerage are determined as a percentage of written premiums.

Likewise, taxes vary on the basis of written premium. The percentages used to determine the permissible loss, LAE and G & OA expense ratio in line 13 are shown on page F-4 of Exhibit RB-1 and are as follows for the liability coverages:

	2021	2022	2023
Commission and Brokerage	5.5%	6.3%	6.3%
Taxes, licenses, etc.	2.3%	2.3%	2.3%
	7.8%	8.6%	8.6%

In addition, the filing includes a provision of 8.0% for profit and a 0% provision for contingencies. When these are added to the combined amounts for commission and brokerage and taxes, licenses, etc., the results for three years are 15.8%, 16.6% and 16.6% respectively. The figures shown on line 13 of page F-2 are simply the difference between 1.000 and the percentage figures I have just mentioned. For example, the variable expenses plus profit and contingencies for 2023 were 16.6%. 1.000 minus 0.166 is equal to 0.834. This means that, if 16.6 cents out of every premium dollar are allocated to the variable expenses, profit and contingencies, you have only 83.4 cents available to pay losses, loss adjustment expenses, general expenses and other acquisition expenses.

Similar to automobiles, the Bureau recognized that some motorcycle riders will pay more than the premium levels determined in the filing (Facility other than clean risks) and that some riders will pay less than the premium levels determined in the filing (risks receiving downward deviations). On page F-9, the Bureau provides an analysis of the anticipated revenue from all sources compared to the premium that would be generated if the filed Bureau manual rate were charged to all risks. In calculating the indicated rate level change for motorcycles, the Rate Bureau included a provision equal to the average of net deviations for the years 2018-2019, and 2021-2023 (0.21%) for motorcycles.

Since line 12 tells us that, based on the 2023 data, we will need 79.1 cents of every premium dollar to pay for the losses and the fixed expenses and line 13 tells us that we will have 83.4 cents available for those purposes, we can divide line 12 by line 13 (adjusted by the percentage of net deviations for motorcycles in Line 14) to get the percentage rate change which is necessary. The indicated percentages are -5.1%, -16.8% and -5.4% for the years 2021, 2022 and 2023 respectively, as shown in line 15.

Q. How was the figure in line 16 entitled "Final Rate Level Change" determined?

A. Line 16 is simply the weighted average of the three figures shown in line 15. In other words, we have weighed the -5.1%, -16.8% and -5.4% by premiums in line 1. The resulting average is -9.1%.

Q. You indicated that the Rate Bureau's automobile rate filing was for an average increase of 20.2% for the bodily injury and property damage liability coverages combined and that if the motorcycle relativities were not adjusted the result would be a similar change

in motorcycle rates. Please explain how the new relativities proposed in the motorcycle filing were determined for the liability coverages.

A. The determination of the revised liability relativities for motorcycles is shown on page F-6 of Exhibit RB-1. This shows that, if the bodily injury and property damage liability insurance rates increase 20.2% and the motorcycle liability insurance rates go down 9.1%, the current motorcycle liability relativities should be multiplied by 0.909/1.202 or 0.756. Thus, the present liability relativity for motorcycles having engines of 500 cubic centimeters up to 1249 cubic centimeters should be decreased to 0.13. The same adjustment factor is applied to each engine size group and the calculation is shown on page F-6. The filed relativities are the indicated relativities rounded to two decimal places. The relativity changes proposed in the filing are actuarially sound and proper assuming that the liability rate changes proposed in the rate filing by the Rate Bureau for private passenger non-fleet automobile insurance are fully implemented. If those changes are not fully implemented, the proper relativities are calculated using the following formula:

$$\text{New Relativity} = \frac{\text{Current Relativity} \times 0.909}{\text{Manual Rate Change in Auto BI/PD or Medical Payment Rates}}$$

Q. Turning again to private passenger non-fleet automobile insurance, does this filing propose any changes to the factors for higher limits of liability insurance?

A. No. The indicated increased limits changes of -2.8% for bodily injury and -4.3% for property damage have been applied to the basic limits rates for these coverages. See Section G of Exhibit RB-1.

Q. What are these indications based on?

A. The indicated changes are based on an analysis comparing the ratio of total limits losses to basic limits losses for the latest three accident years ended 12/31 to a projected average increased limits factor, assuming an effective date of October 1, 2025. Based on this analysis, the indicated change for total limits bodily injury liability is -2.8% and the indicated change for total limits property damage liability is -4.3%.

Q. Could you briefly describe the development of the -2.8% change for bodily injury liability?

A. The -2.8% change for bodily injury is based on comparing the ratio of total limits to basic limits losses to a projected average increased limits factor. On page G-2, basic limits losses are developed and trended to the average date of accident (7/21/2026). The basic limits claim cost trend factors by accident year were used in this analysis. The total limits losses are also trended to the average date of accident (7/21/2026), using the total limits trend factors by accident year. After the total limits and basic limits losses have been trended, we sum the three years and then take the ratio of total limits losses to basic limits losses. This ratio is in effect our indicated increased limits factor (line 13 of page G-2). In order to calculate the

needed total limits change, this ratio is compared to the average increased limits factor (line 14 of page G-2). The average increased limits factor by year is determined on page G-4.

Q. Why do you combine three years of data when doing the increased limits review?

A. The three years of data are combined because of concern for stability. Because we are looking at losses at very high limits, they can be much more unstable than basic limits. Averaging across a longer time period tends to smooth out the shock effects of individual large losses.

Q. Are the calculations of indicated increased limits factors for the property damage performed in the same manner as for the bodily injury coverage you just described?

A. Yes, while the inputs are obviously different for property damage, the calculation of the indication is performed in the same general manner (see pages G-3 and G-5). The only difference in the calculation of the overall change for property damage is that the basic limits and total limits claim cost trend is assumed to be the same.

Q. Does this filing contain an analysis of the comprehensive and collision deductible relativities?

A. Yes, it does, and it can be found on pages H-1 through H-24. The Automobile Committee also decided to remove the $25 deductible option from the Personal Auto Manual.

Q. Could you explain how these relativities were reviewed?

A. Using years ended December 31, 2021, 2022 and 2023 North Carolina comprehensive and collision size of loss distributions, indicated loss relativities were calculated. These loss relativities were then used to calculate the indicated rate relativity for each deductible. The calculated rate relativity reflects the fact that a higher deductible will not change the level of fixed expenses needed to write the policy.

Q. **How were the indicated loss relativities calculated?**

A. The method that has been used is the standard actuarial technique of loss elimination in moving from a lower to a higher deductible. I can best illustrate this by an example. Assume we have three claims all on a full coverage comprehensive policy; one for $300, a second for $400 and a third for $75. If we want to evaluate what would be paid if the policies had been written on a $100 deductible basis, we would restate the amounts as such:

Original Loss	Loss on $100 Deductible Basis
$75	0
$300	200
$400	300

The total effect would be that the original losses of $775 would become $500. This would give us a loss relativity of 0.645 (500 divided by 775).

We can see that what we have done is eliminate all claims below our new deductible amount (in the case of our example the $75 loss) and reduce all claims above our deductible amount by the difference in the new deductible and the original deductible ($100 and full cover). The loss relativity is the ratio of our loss after the new deductible related to the original deductible losses.

Because we are using the data from the years ended December 31, 2021, 2022 and 2023, we adjusted the distributions to reflect the expected size of loss distributions that will exist during the period in which our rates will be in effect. The resulting loss relativities for the various deductibles are show on page H-2.

Q. How are the rate relativities calculated from the loss relativities?

A. The rate relativities are calculated by means of the formula:

$$R = \frac{(Ld+F)}{(1-V)}$$

where,
R= rate relativity
L= provision for loss and loss adjustment expense
d= loss relativity
F= provision in proposed rates for fixed expenses
V= provision in proposed rated for expenses
that vary with premium

The resulting indicated rate relativities are shown on page H-3 for each of the 3 years and the three-year average indicated relativities are shown on page H-5.

After reviewing these indications, the Automobile Committee recommended changing the following:
$50 deductible comprehensive from 0.96 to 0.98
$100 deductible comprehensive from 0.93 to 0.96
$250 deductible comprehensive from 0.84 to 0.91
$500 deductible comprehensive from 0.70 to 0.84
$1000 deductible comprehensive from 0.58 to 0.72
$50 deductible collision from 1.02 to 1.01
$200 deductible collision from 0.97 to 0.98
$250 deductible collision from 0.96 to 0.97
$500 deductible collision from 0.91 to 0.93
$1000 deductible collision from 0.81 to 0.87

Q. Are these revised factors introduced in such a manner that the change in factors produces no overall increase or decrease in premium?

A. Yes, they are. This is accomplished by means of an off-balance factor which is displayed on Page H-6.

Q. Are there any changes in this filing to the classification factors?

A. Yes, these changes are summarized on Pages I-3 to I-5. The Rate Bureau has filed changes to the factors for the current inexperienced operator classes for liability and collision coverages. The Rate Bureau has also filed new inexperienced operator classes and corresponding rating factors and has addressed changes in the assignment of SDIP points in response to SB 452.

Q. Please explain how the indicated changes are calculated.

A. For the purpose of explanation, I will use the Principal Operator < 1 year experience class as an example. On Page I-7, the premiums for each class are calculated at experienced rates and displayed in Column (1). This premium reflects all the other rating factors (SDIP, multi-car, etc.) but does not reflect any premium from inexperienced operator surcharges. The loss ratio for each experience class group (no inexperienced, Principal< 1, Occasional< 1, etc.) is calculated relative to this premium and is shown in Column (8). Column (9)—Needed Premium—is the premium needed in each driving experience class to make the loss ratio for that class be equal to the loss ratio for the base class (no inexperienced operator). Column (10)—Shortfall—is the difference between the premium in Column (9) and Column (1). The indicated factor in Column (11) is determined by taking the ratio of the shortfall to the premiums at no inexperienced operator rates in Column (2). (The premiums as base rates are the premiums at pleasure use, single car, no inexperienced operator and no SDIP points).

Q. Are these revised factors introduced in such a manner that the change in factors produces no overall increase or decrease in premium?

A. Yes, they are. This is accomplished by means of an off-balance factor which is displayed on Page I-11.

Q. Does the filing include a revision of the present territorial relativities?

A. Yes. In connection with the overall changes we have been discussing, new territory rates are displayed; these are shown on pages B-1 and B-2. In these rates, the new territorial relativities are determined in such a way that no overall statewide rate level change is caused. In other words, the relativities are revised based on each territory's indications.

Q. How has the Rate Bureau treated general and other acquisition expense by territory?

A. The Rate Bureau has treated 100% of general expense and other acquisition as not varying by territory.

Q. Has the Bureau performed a review of its personal auto territorial definitions to ensure that they continue to be reasonable?

A. Yes. Section K of Exhibit RB-1 provides details about the territorial definition review that was performed.

The purpose of varying rates by territory is to reflect the different risk characteristics of different geographic areas. All else equal, a risk located in an area with higher expected losses should be charged more premium than a risk located in an area with lower expected losses. A homogeneity index is a measure of how well a territorial system achieves this objective. In particular, a homogeneity index measures how much of a state's variation in loss potential is explained by the territorial system. Values of the homogeneity index can range from a low of zero to a high of one, where a higher value of the homogeneity index is associated with a better performing set of territories.

Section K of Exhibit RB-1 summarizes the homogeneity indices that were calculated and presented to the Bureau's Automobile Committee. A separate homogeneity index was calculated for bodily injury liability, property damage liability, comprehensive, and collision. Based on these results, the Automobile Committee concluded that the current set of territories appear to be proper and reasonable. In addition, the Automobile Committee did not identify an immediate need to make changes to the current set of territorial definitions as part of this filing. However, the Automobile Committee agreed that territorial definitions should continue to be monitored in the future to see if marginal improvements may be warranted.

Q. Does the filing contain revisions to any other rates or rating relativities?

A. Yes. The filing also contains revisions to the rates for Extended Transportation Expenses coverage.

Q. **How were these determined?**

A. The Extended Transportation Expenses coverage indicated rates were determined based on the North Carolina experience for this coverage for 2021-2023 as collected under statistical plans and a special data call, as detailed on pages J-1 to J-2.

Q. **Is the Bureau introducing an Index Stability Factor into its Personal Auto Manual as part of this filing?**

A. Yes. The Bureau is proposing to revise Rule 3 (Premium Determination) of the Personal Auto Manual to include reference to an Index Stability Factor. The changes to the rule explain how the new factor will be used to calculate the base premium for a policy. Section L of Exhibit RB-1 provides details about the proposed Index Stability Factor.

Q. **What is the Bureau's intended purpose of introducing the Index Stability Factor?**

A. Economic inflation causes loss payments to increase over time. All else equal, this worsening of loss experience will result in a deterioration of premium adequacy. The intent of the Index Stability Factor is to allow premiums to fluctuate with inflation so that the level of premium adequacy is relatively more stable over time.

Q. **When will use of the Index Stability Factor go into effect?**

A. The proposed revisions to the Rules Manual would become effective on October 1, 2025. However, use of the Index Stability Factor to calculate policyholder premiums would only impact policies that become effective on or after October 1, 2026.

Q. **From an actuarial perspective, is it necessary to incorporate the effect of the Index Stability Factor into future rate analyses?**

A. Yes. Once the Index Stability Factor starts being used to calculate policyholder premiums, it will be necessary to account for the factor's impact on future indicated rate changes to avoid double counting the impact of inflationary forces. All else equal, an increase to the Index Stability Factor will lead to an offsetting decrease to the indicated base rates. As a result, if the Index Stability Factor isn't accounted for in future rate analyses, then it's possible that the indicated base rates could become excessive.

Q. **Why is it not necessary to explicitly consider the effect of the Index Stability Factor as part of the current rate analysis?**

A. Although the proposed revisions to the Personal Auto Manual would become effective on October 1, 2025, only policies written on or after October 1, 2026 will be impacted by the Index Stability Factor. On the other hand, the indicated rates calculated in this rate filing are assumed to be in effect for a one-year period that begins on October 1, 2025 and ends on September 30, 2026. So, the indicated base rates are not expected to be in effect at the time when the Index Stability Factor starts to be used on October 1, 2026.

Q. **Can you provide an example of how the Index Stability Factor could be implemented into a future rate analysis?**

A. As an example, let's look at page C-1 of Exhibit RB-1. This is the page where we calculate the indicated statewide average rate level for the liability coverages. In the hypothetical case where an Index Stability Factor was to become effective on October 1, 2025, then its value would be incorporated into the Distributional Adjustment Factor (shown in Row (25) of page C-1). For example, if the Index Stability Factor was equal to 1.022, then the Distributional Adjustment Factor shown in Row (25) would be adjusted upwards by 2.2%. However, increasing the Distributional Adjustment Factor will cause a downward effect on the required base class premium shown in Row (27). As such, the indicated base rates would be calibrated to reflect the anticipated Index Stability Factor that would be going into effect.

Q. Please turn to page A-1 of Exhibit RB-1 and explain what is shown on that page?

A. Page A-1 of Exhibit RB-1 shows the filed rate level changes. These percentage changes relate the filed rate levels to the current Bureau manual rate levels. For bodily injury and property damage liability the changes shown on page A-1 reflect the combined effects of the basic limits changes shown on page A-2 and the effect of the indicated changes to the higher limits as shown on pages G-2 and G-3. The overall percentages are calculated by multiplying the changes shown for each coverage by the total limits premium for each of the coverages and then dividing by the total premium for all coverages in order to calculate what the average impact is for each category. The premiums that were utilized for this calculation are shown on page A-1. For the liability coverages, the premium weights reflect an adjustment to account for the anticipated shift of risks at the current minimum required limits to the new minimum required limits to be effective during the prospective period.

Q. Do you have an opinion as to whether the data utilized and the method of calculating the filed rate level changes, class plan relativity changes, and deductible relativity changes contained in the filing are sound and actuarially reliable and, if so, what is that opinion?

A. Yes, I have an opinion. In my opinion, the data utilized and the ratemaking methodologies used by the Rate Bureau are consistent with generally accepted actuarial procedures and they are actuarially sound and reliable.

Q. Do you have an opinion as to whether the filed rate level changes class plan relativity changes, and deductible relativity changes contained in Exhibit RB-1 are fully justified and, if so, what is that opinion?

A. In my opinion, those filed changes are fully justified and they are not excessive, inadequate or unfairly discriminatory.

Q. Do you have an opinion as to whether the data utilized and the methods of calculating and determining the filed changes to the territorial relativities contained in the filing are sound and actuarially reliable and, if so, what is that opinion?

A. Yes. My opinion is that the data utilized and the methods used to calculate and determine those changes are consistent with generally accepted actuarial procedures and are actuarially sound and reliable.

Q. Are there any qualifications you wish to attach to your opinion?

A. Yes. In reaching my opinion, I have relied on the accuracy of the data supplied by the Rate Bureau and the ISS and NISS, and I have relied on Dr. Zanjani for the determination of the appropriate profit component of the rates.

Q. Does this conclude your testimony?

A. Yes.

PAUL ERICKSEN, FCAS, MAAA
PRINCIPAL, ACTUARIAL CONSULTING
INSURANCE SERVICES OFFICE

CURRENT RESPONSIBILITIES

Leads actuarial consulting at Insurance Services Office, Inc. Responsible for providing actuarial consulting services to a wide array of clients including property/casualty insurers, residual market insurers, captives, managing general agents, law firms, and insurance departments. He has 33 years of actuarial experience in the insurance industry.

Responsible for a wide array of customized actuarial analyses prepared for individual clients, including ratemaking, reserving, program development, and other miscellaneous studies. Testified at several venues on behalf of his clients.

PROFESSIONAL EXPERIENCE

2007 to 2025:	Principal of Actuarial Consulting at ISO
1999 to 2006:	Consulting Actuary in the Actuarial Consulting unit of ISO
1994 to 1998:	Senior Actuarial Associate in the Financial Analysis unit of ISO
1993:	Consulting Actuary in the New York office of Milliman
1992:	Actuarial Assistant in the Increased Limits unit of ISO

PROFESSIONAL DESIGNATIONS AND ACTIVITIES

Became a Fellow of the Casualty Actuarial Society in 1995, and is a Member of the American Academy of Actuaries.

Member of the CAS Examination Committee from 1996 through 2009.

Gave multiple presentations at CAS Meetings, including a presentation titled “The Actuary as an Expert Witness” at the following venues:

- CAS Ratemaking and Project Management Seminar in March of 2013
- Casualty Actuaries of New England in September of 2011
- CAS Ratemaking and Project Management Seminar in March of 2011

EDUCATION

Graduated from Princeton University in 1992 with a B.A. in mathematics.

EXPERT WITNESS TESTIFYING

Cases involving expert witness testimony regarding insurance ratemaking:

- Prepared written testimony in support of the NCRB's 2018, 2020, and 2024 Homeowners rate filings and the 2019, 2020, 2022, and 2023 Dwelling rate filings.

- In 2008, provided expert witness testimony to the insurance subcommittee of the Florida House of Representatives regarding the adequacy of rates charged by Citizens Property Insurance Corporation. Citizens is the residual market insurer in Florida for property insurance and has been the largest writer of Homeowners insurance in the state.

- Testified at several rate hearings in support of filings submitted by Citizens Property Insurance Corporation.

- From 2005 through the present, provided extensive expert witness testimony on behalf of the Massachusetts Fair Plan regarding their Homeowners, Dwelling and Commercial Property rate filings. The Massachusetts Fair Plan is the insurer of last resort for property insurance in Massachusetts with a large coastal exposure.

- In 2007, provided expert witness testimony during a wind-only voluntary insurer's successful rate arbitration case where they were awarded a 75.4% rate increase to their hurricane rates.

- Provided expert witness testimony involving a civil litigation case.

SELECT WORK EXPERIENCES

Preparation of Homeowners, Dwelling, and Personal Auto Rate Analyses:
- Developed comprehensive actuarial rate analyses that his clients have filed with regulatory authorities.
- Developed indicated underwriting profit provisions.

Preparation of New Homeowners and Personal Auto Programs:
- Developed the rating structure and actuarial support for new Homeowners and Personal Auto programs. This work involved companies expanding into new states, along with established insurers that wanted to replace their existing program.

Reserve Analyses:
- Prepared loss reserve analyses for both Property/Casualty insurers and self-insured entities.
- Appointed Actuary for a personal auto insurance company (2023 and 2024).
- Appointed Actuary for Citizens for four years (2004, 2005, 2007, 2009)
- Responsible for annual reserve analysis for a large national Commercial Auto trucking company.

PREFILED TESTIMONY
OF
PAUL D. ANDERSON

2025 PRIVATE PASSENGER AUTO INSURANCE RATE FILING
BY THE NORTH CAROLINA RATE BUREAU

Q. Please state your name and business address.

A. My name is Paul D. Anderson. My business address is 17335 Golf Parkway, Brookfield, WI 53045.

Q. By whom are you employed?

A. I am employed by Milliman, Inc. (Milliman) and have been employed by Milliman since February 1, 2007.

Q. What is your educational background?

A. I received a Bachelor of Science in Actuarial Science from Drake University in Des Moines, Iowa in 1993.

Q. Do you have any additional certifications or qualifications?

A. Yes. I have been a Fellow of the Casualty Actuarial Society (CAS) since 2002 and a Certified Specialist in Predictive Analytics of the CAS Institute (iCAS) since 2018. Since 2002, I have served on several committees of the Casualty Actuarial Society, including the following:

- Syllabus & Examination Committee: April 2004 to July 2006;
- Volunteer Support Task Force: February 2012 to April 2013;
- Volunteer Resources Committee: April 2013 to March 2020;
- Vehicle Technology & Impact on Loss Trends Planning Committee: October 2017 to August 2018;
- Participation Survey Task Force: January 2018 to January 2019;
- Crash Course in Vehicle Technology & Driverless Cars Committee (chairperson): February 2020 to November 2021;
- Volunteer Resources Advisory Committee: June 2020 to November 2021;
- Crash Course Seminar Task Force (volunteer chairperson): November 2021 to October 2024; and
- Volunteer Resources Task Force: November 2021 to Present.

I have also been a member of the American Academy of Actuaries since 2002 and meet all of the continuing education requirements of that organization as well as those of the Casualty Actuarial Society.

Q. What is your employment background?

A. I was employed by Allstate Insurance Company from June 1993 until January 2007. While at Allstate, I held various actuarial roles. I began my career as an Auto Pricing Analyst, and over time, I assumed increasing responsibility in various departments that included Property Pricing, Auto Pricing, Property Research, and Auto Research. On the pricing teams, I assisted in developing rates for property and auto insurance products in most states across the country. On the research teams, I assisted in developing new property and auto risk classification plans to be implemented by Allstate's pricing teams. From 2006 until January 2007, I served as a Senior Manager for Allstate's Eastern region, which included assisting in the oversight of the pricing strategies for approximately half the country, including North Carolina.

In February 2007 I began my career at Milliman. Since 2007, I have completed, managed, or overseen numerous auto and property pricing analyses for a variety of clients. My clients have included small single-state insurance companies, industry-leading national insurance companies, start-up InsurTech insurance companies, government entities, the North Carolina Rate Bureau, and several personal and commercial auto residual market entities. These client assignments have included such projects as pricing analyses to evaluate overall rate adequacy, predictive modeling assignments to develop new risk classification plans, and reserve analyses.

Q. What is Milliman?

A. Milliman is among the world's largest providers of actuarial, risk management, and related technology and data solutions. Milliman was founded in Seattle in 1947 as Milliman & Robertson and today has offices in principal cities worldwide, covering markets in North America, Latin America, Europe, Asia and the Pacific, the Middle East, and Africa. Milliman employs more than 5,100 people, including actuaries and specialists ranging from clinicians to economists. The firm has consulting practices in employee benefits, financial services, healthcare, life insurance, and property and casualty insurance. Milliman serves the full spectrum of business, education, financial, governmental, union, and nonprofit organizations.

Q. What are your current responsibilities at Milliman?

A. I am responsible for managing and overseeing the personal lines and insurance-related predictive analytics portion of Milliman's Milwaukee Casualty practice. The personal lines and predictive analytics team conducts a variety of auto and property pricing, product development, and predictive modeling assignments, primarily for insurance companies. Over the last five years, we have completed private passenger automobile analyses for nearly every state in the country, including North Carolina.

Q. Were you engaged to provide actuarial services to the North Carolina Rate Bureau (the "Rate Bureau") in relation to its 2025 private passenger automobile rate filing?

A. Yes, I was.

Q. What was the scope of that engagement?

A. In relation to the 2025 private passenger automobile rate filing, I was engaged by the Rate Bureau to conduct an independent review and provide feedback on the actuarial analyses underlying the filing. In this role, I participated in the Rate Bureau's Automobile Committee meetings in which the 2025 private passenger automobile rate review and rate filing was discussed. During these discussions, I offered feedback and insights to assist in the Automobile Committee's selections and decisions related to this filing.

Q. Is your firm being compensated for this engagement?

A. Yes, it is.

Q. Is that compensation in any way contingent on the provision of favorable testimony in support of the proposed filing?

A. No, it is not.

Q. Have you completed your review of the 2025 private passenger automobile rate filing?

A. Yes, I have.

Q. Were there any constraints placed on your review, such as limited or delayed access to data or limited time that may have hindered your complete review?

A. No, I was provided all the data and information that were necessary, and I had adequate time for a complete review. My review was not limited in any way.

Q. What is the overall indicated change in private passenger automobile rates in this filing?

A. This filing shows the need for an overall 23.0% statewide average increase to the auto insurance rates and an overall -9.1% change to the motorcycle liability insurance rates. The overall 23.0% increase in auto insurance rates consists of a 22.6% change to auto liability and a 23.4% change to auto physical damage rates.

Q. Please describe the overall ratemaking methodology that underlies the filing.

A. The approach in this filing is consistent with prior private passenger automobile filings submitted by the Rate Bureau. Consistent with the *Statement of Principles Regarding Property and Casualty Insurance Ratemaking* as published by the Casualty Actuarial Society, the indicated rates reflect all expected costs associated with insuring private passenger automobile policies. These expected costs include claims, claim settlement expenses, operational and administrative expenses, and the cost of capital.

The statewide rate indications for private passenger automobile policies are developed based on a pure premium methodology (as opposed to a loss ratio methodology). The required base class premium per exposure is calculated for each of the following coverages: bodily injury (BI), property damage (PD), medical payments (MedPay), comprehensive, collision, uninsured motorists (UM, which includes UMBI and UMPD), and underinsured motorists (UIM, which includes UIMBI). The base class premium for each coverage is calculated by first projecting the losses and loss adjustment expenses for the policy period for which the filed rates are expected to be in effect. For comprehensive coverage, losses are adjusted to normalize the historical wind and water losses. Projected losses and loss adjustment expenses (LAE) per exposure are calculated by dividing the projected incurred losses and loss adjustment expenses for each historical accident year by the corresponding earned exposures.

Following the development of the projected losses and LAE per exposure, other expected underwriting expenses associated with issuing private passenger automobile insurance policies are incorporated to determine the net premium required per exposure. These expected underwriting expenses include provisions for general expenses; other acquisition expenses; commission and brokerage; taxes, licenses, and fees; underwriting profit; and policyholder dividends. The net premium required per exposure is then adjusted for net deviations. The result of these adjustments is the premium required per exposure, which is further modified by a distributional adjustment factor to determine the required base class premium. For comprehensive and collision coverages, in addition to the distributional adjustment factor, a model year trend factor, a symbol trend factor, and a factor for the change in the base model year are applied in order to calculate the required base class premium. For bodily injury and property damage coverages, the indicated higher limits change is also applied to the required base class premium to develop the final indication of the required base class premium.

In addition to the development of a statewide required base class premium for each coverage, similar calculations are completed by territory. The required base class loss costs by territory are compared to the current base class loss costs to develop indicated rate changes by territory. Finally, the rate changes by territory are aggregated based on the base premium for each territory to determine the overall statewide indicated rate change. This comparison of the required and current base class loss costs by territory is consistent with the *Statement of Principles*

referenced above and is commonly used throughout the industry. As such, it is an actuarially sound method of developing an indicated rate change.

Q. How are the projected losses determined?

A. This filing considers three years of historical loss experience, including years ending December 31, 2021 through December 31, 2023. For bodily injury, property damage, medical payments, comprehensive, and collision coverages, the loss experience for the year ending December 31, 2023, which is the most recent available data, is used to calculate the indicated rates for each coverage. For uninsured motorists and underinsured motorists, the loss experience for the latest three years is used in the calculation of the required premium per exposure. Using one year of experience for larger, more credible coverages, and using three years of experience for uninsured motorists and underinsured motorists coverages, for which the loss experience has been somewhat volatile, is consistent with North Carolina statutes and prior private passenger automobile rate filings. It is also consistent with generally accepted ratemaking practices because the number of years of historical experience for each coverage is selected to balance stability of the overall rates with responsiveness to the most recent conditions.

For liability coverages (i.e., bodily injury, property damage, medical payments, uninsured motorists, and underinsured motorists), allocated loss adjustment expenses have been reported with the incurred losses. As such, the adjustments to liability coverages discussed immediately below were applied to the combined amounts of incurred losses and allocated loss adjustment expenses.

To evaluate the loss experience of the liability coverages, each of the three years of losses and allocated loss adjustment expenses considered in this filing has been developed to ultimate amounts. Losses and allocated loss adjustment expenses are developed to ultimate because the final incurred losses and allocated loss adjustment expenses for an accident year are often different from initial estimates due to late-reporting of claims or as yet unknown settlement amounts on known claims.

Following the adjustment to determine developed incurred losses and allocated loss adjustment expenses for liability coverages, in order to reflect the expected change in costs, the losses and allocated loss adjustment expenses are trended from the average accident date in each historical experience period to the average accident date in the projected experience period during which the proposed rates will be in effect. The average accident date in the projected experience period assumes the rates proposed by this filing will be effective October 1, 2025 and will be in effect for one year. Using a weighted average of the number of 6-month policies and 12-month policies written in North Carolina, the average accident date in the projected experience period is July 21, 2026. The average annual changes in losses and allocated loss adjustment expenses are based on average claim cost and claim frequency data received from collected statistical plan data. The

expected average annual changes in claim cost and claim frequency have been selected based on a review of these data and are combined into a single annualized trend factor for each coverage. For the experience periods ending December 31, 2021 and December 31, 2022, a historical trend factor is selected and applied to project the pure premium to the period ending December 31, 2023. The historical trend factors are compounded with the prospective pure premium trends, and annualized trend factors are calculated to reflect both the historical and projected trend periods. After applying the annual loss trends for the applicable number of years of trend, the resulting amounts are the projected losses and allocated loss adjustment expenses for each coverage.

For physical damage coverages (i.e., comprehensive and collision), the data used in this filing is reported on a paid basis. As a result, a paid-to-incurred adjustment factor is applied to each year to determine incurred losses. Before the paid-to-incurred adjustment factor is applied to comprehensive coverage, the historical wind and water losses are normalized using ISO's standard wind and water adjustment procedure. This procedure is applied because severe weather-related events can cause volatility in the comprehensive coverage loss experience. The wind and water adjustment procedure removes actual wind and water losses and replaces them with amounts proportional to the expected wind and water losses based on an average of the most recent 30 years of North Carolina wind and water losses.

For the physical damage coverages, after the normalized incurred losses have been calculated for each year, they are trended in a similar manner and use the same trend periods as applied to the liability coverages. The resulting physical damage amounts, after applying the annual loss trends for the applicable number of years of trend, are the projected losses for each coverage.

In my opinion, all of the selections referenced above, including the number of years used in the rate indications, the loss development factors, the paid-to-incurred adjustment factors, the wind and water adjustment procedure, and the loss trend factors, are reasonable and actuarially sound.

Q. In the previous response, you mentioned that allocated loss adjustment expenses are reported with the liability losses. How are unallocated loss adjustment expenses determined for the liability coverages and how are loss adjustment expenses determined for the physical damage coverages?

A. For the liability coverages, after the losses and allocated loss adjustment expenses have been developed, unallocated loss adjustment expenses are determined by applying an unallocated loss adjustment expense (ULAE) factor. Using information received from the Rate Bureau's data call for expense experience, unallocated loss adjustment expenses are summarized for calendar years 2019 through 2023. Consistent with prior private passenger automobile filings, the ratio of unallocated loss adjustment expenses to the sum of losses and allocated loss adjustment

expenses is determined for each year. The selected ULAE provisions for BI and PD are separately based on the average of the 2019 and 2021-2023 ratios for each coverage. The selected BI provision is applied to each year of historical BI and MedPay losses and allocated loss adjustment expenses. Similarly, the selected PD provision is applied to each year of historical PD losses and allocated adjustment expenses.

For the physical damage coverages, both allocated and unallocated loss adjustment expenses are determined by applying a loss adjustment expense factor to the normalized incurred losses. Similar to the process for liability coverages, physical damage loss adjustment expense data are obtained from the Rate Bureau's data call for expense experience and are summarized for calendar years 2019 through 2023. Consistent with prior private passenger automobile filings, the ratio of loss adjustment expenses to incurred losses is determined for each year. The selected ULAE provision for physical damage coverages is based on the average of the 2019 and 2021-2023 ratios, and is applied to each year of historical comprehensive and collision incurred losses.

Following the calculations to determine unallocated loss adjustment expenses for the liability coverages and total loss adjustment expenses for physical damage coverages, in order to reflect the expected change in expenses, the loss adjustment expenses are trended using the same trend periods as described above for losses. Similar to prior private passenger automobile filings, the average annual change in expenses is based on the consideration of the All Items Consumer Price Index, the All Items Less Energy Consumer Price Index, and the Compensation Cost Index for Insurance Carriers, Agent Brokers, and Service. The expected average annual change in expenses has been selected based on a review of these data. The resulting amounts after applying the annual expense trend for the applicable number of years of trend are the projected unallocated loss adjustment expenses for each of the liability coverages and the projected loss adjustment expenses for each of the physical damage coverages.

Q. In your opinion, are the provisions for unallocated loss adjustment expenses applied to the liability coverages and the provisions for loss adjustment expenses applied to the physical damage coverages reasonable?

A. Yes, the unallocated loss adjustment expense provisions for the liability coverages and the loss adjustment expense provisions for the physical damage coverages are reasonable. It is common practice in the industry to use historical experience to determine an unallocated loss adjustment expense provision or a total loss adjustment expense provision, and it is reasonable to adjust the amounts developed by these provisions for an expense trend.

Q. How are the liability and physical damage provisions for general and other acquisition expenses determined?

A. Using information obtained from the Rate Bureau's data call for expense experience, general and other acquisition expenses are summarized for calendar years 2019 through 2023. Consistent with prior private passenger automobile filings, each of the ratios of general and other acquisition expenses to earned premium (i.e., relative to manual vs. actual level and standard vs. non-standard) is determined for each year. The selected general and other acquisition expense ratios for liability and physical damage coverages are based on the average of the 2019 and 2021-2023 ratios and are applied to each year of historical earned premiums.

For liability coverages, the provision for general and other acquisition expenses is determined based on a weighted average of the ratios of liability general and other acquisition expenses relative to earned premium at manual level and the ratios of liability general and other acquisition expenses relative to earned premium at actual level. The weights assigned to each ratio are the percent of the total liability earned premium attributable to ceded business and voluntary business, respectively.

For physical damage coverages, the provision for general and other acquisition expenses is determined separately for standard and non-standard business, where the provision for each segment is based on the ratio of physical damage general and other acquisition expenses relative to physical damage earned premium at actual level. A total general and other acquisition expenses provision for each physical damage coverage is determined by applying the separate standard and non-standard provisions to each respective segment and combining the calculated expense amounts.

The general and other acquisition expense provision for each year is then trended using the same trend factor as discussed above in describing the adjustments to the loss adjustment expenses. However, the trend period is modified because these expenses are incurred at the inception of the policy period. As a result, they are projected to the average date of writing for the period the new rates will be effective. The resulting amounts are the projected general and other acquisition expenses for each coverage.

Q. In your opinion, are the provisions for general and other acquisition expenses reasonable?

A. Yes, the general and other acquisition expense provisions for the liability coverages and the general and other acquisition expense provisions for the physical damage coverages are reasonable. It is common practice in the industry to use historical experience to determine general and other acquisition expense provisions, and it is reasonable to adjust the amounts developed by these provisions for an expense trend.

Q. After developing projected losses, projected loss adjustment expenses, and projected general and other acquisition expenses, how are these amounts aggregated?

A. For the liability coverages, after developing projected losses and allocated loss adjustment expenses and projected unallocated loss adjustment expenses for each coverage, those amounts are summed and divided by the earned exposures for the corresponding year. Similarly, the projected fixed expenses (i.e., projected general and other acquisition expenses) for each coverage are also divided by the earned exposures. These amounts per exposure are further summed to develop the projected loss, LAE (loss adjustment expense), and fixed expenses per exposure for each coverage.

For the physical damage coverages, a similar calculation is completed except that the first step includes summing the projected losses with the projected loss adjustment expenses for each coverage before dividing by the earned exposures. The resulting amounts after completing similar summations and divisions are the projected loss, LAE, and fixed expenses per exposure for each coverage.

Q. Is a provision for policyholder dividends included in the filing?

A. Yes, the Rate Bureau reviewed historical data and developed separate liability and physical damage provisions for expected policyholder dividends by calculating the ratios of the total policyholder dividends issued by private passenger automobile insurers in North Carolina to the total manual earned premium of those same companies. The Rate Bureau separately evaluated six years (2018-2023) of historical experience for liability and physical damage coverages and noted that the dividends in 2020 were an outlier. Based on its review of the historical experience, the Rate Bureau selected provisions for policyholder dividends of 0.30% for the liability coverages and 0.40% for the physical damage coverages.

I am aware that the North Carolina ratemaking statutes list policyholder dividends as an item to be given due consideration when setting rates. Further, Actuarial Standard of Practice (ASOP) No. 29 regarding *Expense Provisions in Property/Casualty Insurance Ratemaking* states the following:

> The *Statement of Principles Regarding Property and Casualty Insurance Ratemaking* of the Casualty Actuarial Society (CAS) classifies policyholder dividends as an expense to operations. When the actuary determines that policyholder dividends are a reasonably expected expense and are associated with the risk transfer, the actuary may include a provision in the rate for the expected amount of policyholder dividends. In making this determination, the actuary should consider the following: the company's dividend payment history, its current dividend policy or practice, whether dividends are related to loss experience, the

capitalization of the company, and other considerations affecting the payment of dividends.

As stated in ASOP NO. 29, policyholder dividends are classified as an operating expense. In addition to the above excerpt from the *Statement of Principles Regarding Property and Casualty Insurance Ratemaking*, the Statement also articulates that indicated rates should reflect all expected costs associated with insuring private passenger automobile policies, including all operating expenses. As such, since policyholder dividends are classified as an operating expense, it is consistent with the *Statement of Principles Regarding Property and Casualty Insurance Ratemaking* and ASOP No. 29 to include a provision for expected policyholder dividends in the proposed rates reflected in this filing.

Q. In your opinion, are the liability and physical damage provisions for policyholder dividends reasonable?

A. Yes, the policyholder dividends provisions for liability coverages and physical damage coverages are reasonable. It is reasonable and actuarially sound to evaluate six years of historical experience and to discount the impact of an outlier year in order to determine the provisions for policyholder dividends. It is also reasonable and actuarially sound to treat these provisions in a similar manner as a variable underwriting expense.

By considering six years of historical experience as it did in determining the provisions for policyholder dividends, the Rate Bureau is complying with the statutes and the *Statement of Principles Regarding Property and Casualty Insurance Ratemaking* by considering the dividend payment history and ensuring that each of the selected provisions is a reasonably expected expense.

Q. How are the liability and physical damage provisions for commission and brokerage determined?

A. For liability coverages, the provision for commission and brokerage expense is determined by evaluating the ratio of liability commission and brokerage expenses relative to liability written premium at actual level. Because business ceded to the North Carolina Reinsurance Facility has a commission and brokerage provision of at least 10%, the provision for voluntary business was calculated using the total amount of commission and brokerage expense and adjusting for the commission and brokerage expense on ceded business based on the distribution of voluntary and ceded premium.

For physical damage coverages, the provision for commission and brokerage expense is determined by evaluating the ratio of physical damage commission and brokerage expenses relative to physical damage written premium at actual level for standard business.

Consistent with prior private passenger automobile filings, separate liability and physical damage ratios of commission and brokerage expenses to written premium are determined for each year. The selected provisions for commission and brokerage expense are based on the average of the 2019 and 2021-2013 ratios, and are applied to each year in the rate review.

Q. In your opinion, are the provisions for commission and brokerage reasonable?

A. Yes, the commission and brokerage expense provisions for the liability and physical damage coverages are reasonable. It is common practice in the industry to use historical experience to determine commission and brokerage provisions.

Q. How are the liability and physical damage provisions for taxes, licenses, and fees determined?

A. For liability coverages, the provision for taxes, licenses, and fees is determined by evaluating the ratio of liability taxes, licenses, and fees relative to liability written premium at actual level. For physical damage coverages, the provision for taxes, licenses, and fees is determined by evaluating the ratio of physical damage taxes, licenses, and fees relative to physical damage written premium at actual level for standard business.

Consistent with prior private passenger automobile filings, separate liability and physical damage ratios of taxes, licenses, and fees relative to written premium are determined for each year. The selected provisions for taxes, licenses, and fees are based on the average of the 2019 and 2021-2023 ratios, and are applied to each year in the rate review.

Q. In your opinion, are the provisions for taxes, licenses, and fees reasonable?

A. Yes, the taxes, licenses, and fees provisions for the liability and physical damage coverages are reasonable. It is common practice in the industry to use historical experience to determine taxes, licenses, and fees provisions.

Q. Are you providing expert testimony concerning the underwriting profit provision?

A. No, I am relying on the work and opinions of Dr. Zanjani as to the selected underwriting profit provisions of 8.0% and 9.5% for liability and physical damage coverages, respectively. The scope of my analysis and testimony relates to other aspects of the proposed rate filing.

Q. How are the permissible loss, LAE, and G&OA expense ratios determined?

A. For the liability and physical damage coverages, the permissible loss, loss adjustment expense, and general and other acquisition expense ratios are determined to be 100% minus the total variable expenses and underwriting profit. For the year ending December 31, 2023, the liability variable expenses include a 7.2% provision for commission and brokerage and a 2.3% provision for taxes, licenses, and fees. Based on a selected underwriting profit provision of 8.0%, the liability permissible loss, LAE, and G&OA expense ratio for 2023 is 100% - (7.2% + 2.3% + 8.0%) = 82.5%.

For the same year (ending December 31, 2023), the physical damage variable expenses include an 8.0% provision for commission and brokerage and a 2.3% provision for taxes, licenses, and fees. Based on a selected underwriting profit provision of 9.5%, the physical damage permissible loss, LAE, and G&OA expense ratio for 2023 is 100% - (8.0% + 2.3% + 9.5%) = 80.2%.

Consistent with prior private passenger automobile filings, the liability and physical damage permissible loss, LAE, and G&OA expense ratios are determined separately for each year.

Q. After developing the permissible loss, LAE, and G&OA expense ratios, how are these ratios applied?

A. After developing the permissible loss, LAE, and G&OA expense ratios, they are used to determine the net premium required per exposure for each coverage. The net premium required per exposure is calculated by dividing the projected loss, LAE, and fixed expenses per exposure (developed above) by the permissible loss, LAE, and G&OA expense ratio less the selected provision for policyholder dividends.

Q. Is a provision for net deviations included in the filing?

A. Yes, the Rate Bureau reviewed historical data and developed separate liability and physical damage provisions for net deviations. The Rate Bureau separately evaluated six years of historical experience for liability and physical damage coverages and selected provisions for net deviations to be -8.39% for liability coverages and -14.34% for physical damage coverages. These selected provisions are based on the average of the 2018-2019 and 2021-2023 ratios of the total net deviations.

Q. In your opinion, are the provisions for net deviations reasonable?

A. Yes, the provisions for net deviations are reasonable because they reflect the average historical amounts of private passenger automobile premiums that insurance companies writing in North Carolina actually charge relative to the manual premiums. These actual premiums represent the amounts that companies actually use to pay for losses and expenses corresponding to the transfer of risk.

If companies have consistently applied a net deviation during the six years of historical experience evaluated in this filing, it is reasonable to anticipate a similar net deviation in the time period for which the filed rates will be in effect. That is, the projected premiums resulting from this filing will likely include a net deviation similar to that which is observed in the historical experience. It is this projected premium (i.e., net of deviations) that should be compared to the projected losses and projected expenses when determining the overall indicated rate change. The manual premium should then be determined by making an upward (or downward) adjustment for the net deviation when the net deviation is negative (or positive).

Q. Are adjustments other than net deviations made to the Premium Required per exposure found on Page C-1, row 24 and Page C-7, row 24?

A. Yes, in addition to an adjustment for the net deviations, on Page C-1, three additional adjustments are made to the liability premiums, and on Page C-7, four additional adjustments are made to the physical damage premiums.

Both the liability and physical damage premiums are adjusted to reflect the difference in the average premium at the base amount of coverage to the base class rate. This difference is identified in the filing as a distributional adjustment factor and has been used in prior private passenger automobile filings.

The liability premiums are further adjusted to reflect the total limits indicated rate change as determined in Section G. An additional adjustment is made to convert the base class premium from the basic limits that were in effect during the historical experience period (i.e., 30/60/25) to the basic limits that become effective on July 1, 2025 (i.e., 50/100/50).

The physical damage premiums are further adjusted by a model year trend factor, a symbol trend factor, and a factor for the change in base model year. Each of these adjustments is consistent with prior private passenger automobile filings as the trend factors account for the continual drift towards newer model years and higher-symbol vehicles, while the change in base model year reflects the alignment of the model year factors with the latest available model year anticipated during the time period the rates will be in effect. The result of these three adjustments to the physical damage premiums and the additional adjustment described above is the overall statewide required base class premium for each coverage.

Q. Is credibility considered in the rate indications?

A. Yes, credibility is considered. At the statewide level, based on the volume of data supporting the statewide rate indications, the overall filed rates for bodily injury, property damage, medical payments, comprehensive, and collision coverages are based on the latest year of historical experience. Because of the smaller volume of experience and the historical volatility of the experience for uninsured motorists and underinsured motorists coverages, three years of historical experience were

used to determine the overall indicated rates, with each year of experience given weight proportional to its earned car years. When the territorial rate indications are calculated, partial credibility is determined based on the number of claims underlying the three-year loss cost, the square root rule, and a full credibility standard of 3,000 claims. The application of the square root rule is a long-standing actuarial methodology used throughout the industry.

Q. Does the filing include a review of the territory definitions?

A. Yes. With this filing, the Rate Bureau reviewed the private passenger auto territory definitions by evaluating the performance of the current territory definitions using the most recent five years of historical loss experience, including calendar-accident years ending December 31, 2019 through December 31, 2023. In this analysis, data for each of the four major coverages – BI, PD, comprehensive, and collision – were summarized at a ZIP code level and adjustments were made to the data to remove any bias due to distributional differences of class, deductibles, vehicle make, vehicle model, and vehicle age. The data were also adjusted to limit the effect of large losses and unexpected fluctuations in wind and water losses.

After summarizing and adjusting the data, the Rate Bureau evaluated the performance of the current territory definitions by measuring the variation of the loss experience by ZIP code within each territory, the variation of the loss experience between territories, and the total variation, which is the sum of the "within" and "between" variations. More specifically, the Rate Bureau calculated a homogeneity index for each major coverage based on the current territory definitions as the ratio of the "between" variation to the total variation. A territory definition structure with homogeneity indices close to 1.0 (on a scale from 0 to 1) is preferred as that demonstrates greater differentiation of risk across the territories while maintaining less differentiation of risk within each territory.

The Rate Bureau's territory definition review is discussed and supported in Section K of Exhibit RB-1. Based on the review of the current territory definitions, considering the homogeneity indices and histograms showing relatively low levels of "within" variation, the Rate Bureau determined that the current territory definitions reasonably reflect the different levels of risk corresponding to different geographic areas. Consequently, no change is being proposed to the current territory definitions at this time.

In my opinion, the methodology used to review the current territory definitions is reasonable and is consistent with commonly-used actuarial ratemaking practices.

Q. Does the filing review the rate adequacy by territory?

A. Yes. With this filing, the Rate Bureau developed indicated rate changes by territory using a methodology similar to that used to develop the statewide indication. An average loss cost is calculated for each territory using three years of historical loss

experience. The average loss cost for each territory is divided by the distributional adjustment factor (described above) to develop the base class loss cost by territory. A credibility value is assigned to each territory for each coverage based on the number of claims underlying each loss cost. For territorial ratemaking, the full credibility standard is 3,000 claims. Using the credibility for each territory, a formula base loss cost is determined by territory. Additional calculations are applied to each territory to reflect fixed expenses. The result of these calculations is an indicated rate change by territory.

In my opinion, the methodology used to develop the indicated rate changes by territory and by coverage is reasonable and is consistent with widely-used actuarial ratemaking practices.

Q. Does the filing include proposed changes to the comprehensive and collision deductible relativities?

A. Yes. With this filing, the Rate Bureau reviewed three years of historical loss experience supporting the deductible relativities for comprehensive and collision coverages, including calendar-accident years ending December 31, 2021 through December 31, 2023. That review is discussed and supported in Section H of Exhibit RB-1. After reviewing the comprehensive and collision loss experience by deductible, it was determined that a change was indicated to each deductible option for comprehensive coverage and collision coverage. Based on the Rate Bureau's review of deductible relativities, the filing includes revisions to the comprehensive deductible factors and the collision deductible factors.

The comprehensive and collision base rates are being offset for the impact of the revised deductible factors to ensure that the combined effect of the base rate changes and deductible factor changes correspond to the filed changes shown in Section A of Exhibit RB-1. These offsets are determined separately for each territory and can be found in Section C of Exhibit RB-1 (i.e., pages C-16 and C-17).

In my opinion, the methodology used to develop the filed revisions to the comprehensive and collision deductible factors is reasonable and is consistent with widely-used actuarial ratemaking practices.

Q. Does the filing include proposed changes to the classification plan?

A. Yes. With this filing, the Rate Bureau reviewed three years of historical loss experience supporting each of the four components of the classification (class) plan. Those four components include the use factor, the multicar discount, the inexperienced operator surcharge, and the safe driver insurance plan (SDIP) surcharge. The loss experience for each class plan component was reviewed separately for liability coverages, comprehensive coverage, and collision coverage, except for the review of the SDIP surcharge, which was evaluated using

all coverages combined. The data underlying each analysis included calendar-accident years ending December 31, 2021 through December 31, 2023. The class plan review is discussed and supported in Section I of Exhibit RB-1.

After reviewing the liability, comprehensive, collision, or all-coverages-combined loss experience for each of the class plan components, it was determined that varying amounts of change were indicated for each coverage within each component. Based on the Rate Bureau's review of each coverage within each class plan component, this filing includes revisions to the inexperienced operator surcharges for liability and collision coverages. The filed revisions are generally moving in the direction of the indicated factors but have been tempered by the Rate Bureau to reduce the impact on individual policyholders and to take into account the limited credibility of some of the indicated factors.

The liability and collision base rates are being offset for the impact of the revised inexperienced operator surcharges to ensure that the combined effect of the base rate changes and inexperienced operator surcharge changes corresponds to the filed changes shown in Section A of Exhibit RB-1. These offsets are determined separately for each territory and can be found in Section C of Exhibit RB-1 (i.e., pages C-13, C-14, C-15, and C-17).

In my opinion, the methodology used to develop the filed revisions to the four components of the classification plan is reasonable and is consistent with widely-used actuarial ratemaking practices.

Q. Does the filing review the rate adequacy for motorcycle liability experience?

A. Yes. With this filing, the Rate Bureau used three years of historical loss experience to develop an overall statewide indicated rate change for motorcycle liability insurance. A similar methodology was used in evaluating motorcycle liability rates as was used in the private passenger automobile liability analysis. However, motorcycle liability data were used to determine the fixed and variable expense provisions, and loss trends were calculated using a weighted average of the private passenger auto liability trends. Because the motorcycle liability rates are displayed by engine size groups, the relativities by engine size are being updated to reflect the difference in rate indications between the private passenger automobile liability coverages and the motorcycle liability coverages.

In my opinion, the methodology used to develop the indicated rate changes and the engine size relativities for motorcycle liability coverages is reasonable and is consistent with widely-used actuarial ratemaking practices.

Q. Does the filing include proposed changes to the rates for extended transportation coverage?

A. Yes. With this filing, the Rate Bureau reviewed three years of historical loss experience for extended transportation coverage (also known as rental reimbursement coverage), including years ending December 31, 2021 through December 31, 2023. That review is discussed and supported in Section J of Exhibit RB-1. This filing includes revisions to the rates for extended transportation coverage based on the historical experience evaluated by the Rate Bureau.

In my opinion, the methodology used to develop the filed revisions to the extended transportation coverage rates described above is reasonable and is consistent with commonly-used actuarial ratemaking practices.

Q. Does the filing include any rule changes?

A. Yes. With this filing, the Rate Bureau is updating several rules. These rule changes include revisions to the inexperienced operator section of the classification plan, revisions to the Safe Driver Insurance Plan, and introduction of the Index Stability Factor. A number of the rule changes are being filed to comply with recent legislative changes in North Carolina. Section B of Exhibit RB-1 documents each of these rule changes as well as revisions to the rate pages corresponding to the rating factor changes discussed in other sections of my testimony.

Q. I understand that you are not providing an opinion concerning the underwriting profit provisions. If I ask you to assume that the provisions for underwriting profit are reasonable and actuarially sound, then in your opinion, are the overall rate indications shown in the private passenger automobile and motorcycle filing by the Rate Bureau reasonable?

A. Yes, if I assume that the provisions for underwriting profit are reasonable, then in my opinion, the overall private passenger automobile and motorcycle rate indications shown by the Rate Bureau in the filing are reasonable and actuarially sound.

Q. Again, assuming that the provisions for underwriting profit are reasonable, do you have an opinion whether the proposed rates, as presented in the filing, reasonably provide for the expected costs for private passenger automobile and motorcycle insurance in North Carolina?

A. If I assume that the provisions for underwriting profit are reasonable, then in my opinion, the proposed rates in this filing reasonably reflect the expected costs for private passenger automobile and motorcycle insurance.

Q. Assuming that the provisions for underwriting profit are reasonable, in your opinion, are the proposed private passenger automobile and motorcycle rates not excessive, inadequate, or unfairly discriminatory?

A. If I assume that the provisions for underwriting profit are reasonable, then in my opinion, the proposed private passenger automobile and motorcycle rates in this filing are not excessive, inadequate or unfairly discriminatory.

Q. Does this conclude your testimony?

A. Yes, it does.

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SUMMARY

Property & Casualty (P&C) actuary with more than 31 years of experience in actuarial applications and related fields including ratemaking, product development, predictive modeling, state pricing, field proposals, rate filings, actuarial and statistical research, classification analysis, data analytics, and economic modeling. Experienced in Private Passenger Automobile (including preferred, standard, and non-standard), Personal Property (including homeowners, renters, condominium owners, mobile home, and dwelling), other miscellaneous Personal Lines (including boats, motorcycles, recreational vehicles, and personal umbrella), and various Commercial Lines of Business. Has sound knowledge of product development, product pricing, product implementation, and project management for Personal Lines products. Has working knowledge of other key insurance functions including claims, corporate finance, marketing, reinsurance, sales, and underwriting. Has demonstrated the ability to lead and manage teams of employees to achieve desired business results in various capacities. Has unique combination of analytic ability, business intuition, project management, leadership, and communication skills.

EMPLOYMENT HISTORY

Milliman, Inc. 2007 - Present
Brookfield, Wisconsin

Principal and Consulting Actuary
Specialize in personal lines insurance company clients and predictive analytics of both personal and commercial lines of insurance. Experience has included ratemaking and pricing analyses for insurance companies, product development and implementation, classification analysis using multivariate statistical techniques, catastrophe reinsurance analysis, loss reserving, segmentation analysis to support sales and marketing initiatives, impact analysis of proposed state and federal legislation, and merger and acquisition analysis. Has also provided expert testimony to support Auto and Property regulatory issues.

Allstate Insurance Company 1993 - 2007
Northbrook, Illinois

Senior Manager – Auto & Property Pricing (2006-2007)
Oversaw and directed all personal lines Auto and Property pricing, rate filings, and other actuarial work related to the pricing function for 10 states accounting for over $4 billion of premium. Assisted in the oversight of all personal lines actuarial work related to the pricing function for an additional 12 states. Served as the primary department expert on all Property pricing initiatives. Directly managed a staff of 10 to 12 employees and participated in the leadership team that oversaw the management of a department with more than 130 employees.

Team Leader – Property & Specialty Lines Research (2005-2006)
Managed all research projects for personal lines Property and for Specialty Lines, all of which were completed using multivariate statistical analyses. Measured the impact of rating algorithm changes as they were implemented in various states. Oversaw the enhancement and improvement of analysis techniques used within the team. Led a team of 8 to 10 staff.

Research Manager (1999-2001, 2003-2005)
At different times, managed research teams for personal lines Auto, Economics & Modeling, and personal lines Property. Oversaw the development of countrywide pricing models based on multivariate statistical techniques, the evaluation of risk characteristics to be used as new rating elements, and the development of implementation tools to be used by pricing teams. Oversaw the development of Auto and Property economic models that measured the lifetime profitability of personal lines insurance customers. Led teams of staff ranging in size from 3 to 6 analysts.

Pricing Manager (1997-1999, 2001-2003)
Managed all personal lines Auto and Property pricing, rate filings, and other actuarial work related to the pricing function for California. Managed all personal lines Property pricing, rate filings, and other actuarial work related to the pricing function for 14 states including Alabama, Florida, Louisiana, and Mississippi. Led teams of staff ranging in size from 3 to 6 analysts.

Pricing Analyst, Research Analyst (1993-1997)
Produced rate proposals, rate filings, and quarterly rate-level indications for various states. Retrieved, manipulated, and analyzed large volumes of data to evaluate countrywide rating plans using multivariate statistical analyses.

EXPERT WITNESS EXPERIENCE

Expert Testimony in Rate Hearing – 2024 Homeowners Insurance Rate Filing submitted by the North Carolina Rate Bureau

Pre-filed Expert Testimony – Various Private Passenger Automobile and Residential Property Insurance Rate Filings submitted by the North Carolina Rate Bureau

- *Private Passenger Automobile Insurance Rate Filings – 2019, 2023*
- *Homeowners Insurance Rate Filings – 2017, 2018, 2020, 2024*
- *Dwelling Insurance Rate Filings – 2016, 2018, 2019, 2020, 2022, 2023*
- *Mobile Homeowners MH(C) Insurance Rate Filings – 2019, 2021, 2022, 2024*
- *Mobile Homeowners MH(F) Insurance Rate Filings – 2019, 2021, 2022, 2024*

EDUCATION

BS in Actuarial Science from Drake University, Des Moines, Iowa

PROFESSIONAL QUALIFICATIONS

Certified Specialist in Predictive Analytics (CSPA), 2018
Fellow of the Casualty Actuarial Society (FCAS), 2002
Member of the American Academy of Actuaries (MAAA), 2002
Associate of the Casualty Actuarial Society (ACAS), 1998
Member of the Midwest Actuarial Forum, 1998

PROFESSIONAL ACTIVITIES

Member, CAS Volunteer Resources Task Force, 2021 - Present
Volunteer Chairperson, CAS Crash Course Seminar Task Force, 2021 - 2024
Chairperson, CAS Crash Course in Vehicle Technology & Driverless Cars Committee, 2020 - 2021
Member, CAS Volunteer Resources Advisory Committee, 2020 - 2021
Member, CAS Participation Survey Task Force, 2018 - 2019
Member, Vehicle Technology & Impact on Loss Trends Planning Committee, 2017 - 2018
Member, iCAS Predictive Analytics Syllabus Committee, 2017 - 2018
Member, CAS Volunteer Resources Committee, 2013 - 2020
Member, CAS Volunteer Support Task Force, 2012 - 2013
Member, CAS Examination Committee, 2004 - 2006

PUBLICATIONS

"*Keep on trucking: COVID-19 and its impact on commercial auto*", Milliman Insight, April 2020.
"*PIP PIP hooray! The changing Michigan auto market*", Milliman Insight, April 2020.
"*Nowhere to drive: The impact of COVID-19 on the auto insurance industry*", Milliman Insight, March 2020.
"*Better Visibility: Predictive modeling helps to steady medical malpractice underwriting*", Best's Review, February 2008.

PRESENTATIONS

Numerous presentations at Casualty Actuarial Society (CAS) and other Property & Casualty insurance industry meetings and seminars from 2007 through the present with a focus on personal lines Auto and Property issues, as well as predictive analytics topics.

PREFILED TESTIMONY
OF
GEORGE ZANJANI

PRIVATE PASSENGER AUTOMOBILE INSURANCE RATE FILING
NORTH CAROLINA RATE BUREAU
JANUARY, 2025

I. Qualifications and Summary

Q: What is your name, occupation, and business address?

A: My name is George Zanjani. I am Professor of Finance and the holder of the Frank Park Samford Chair of Insurance at the University of Alabama. My business address is 1074 Alderwood Lane NE, Marietta, Georgia 30068.

Q: Please describe your educational and employment background.

A: A complete curriculum vitae is attached as Exhibit RB-11 with this testimony. To summarize, my undergraduate studies were at Stanford University from 1987-1990, where I earned an A.B./B.S. in Economics and Biology. I joined the commercial lines actuarial department of Fireman's Fund Insurance Companies in 1990 as an Assistant Actuarial Analyst. Upon leaving in 1994, I was a Senior Actuarial Analyst, an Associate of the Casualty Actuarial Society, and the head of the company's Workers Compensation actuarial unit. I did my graduate studies in Economics at the University of Chicago, earning a Ph.D. in 2000. I joined the Research Department of the Federal Reserve Bank of New York in the Capital Markets Function as a Research Economist in 2000, leaving as a Senior Economist in 2008. I joined the Robinson College of Business of Georgia State University in 2008 as an Associate Professor of Risk Management and Insurance and was honored as the inaugural holder of the AAMGA Distinguished Chair in Risk Management and Insurance in 2011. I started my current position in 2017.

Q: Please elaborate on some of your professional activities.

A: My professional career has been focused on insurance. After four years of actuarial work in commercial lines insurance, my dissertation addressed the economics of insurance pricing. I specialized on insurance issues while at the Federal Reserve Bank of New York. In particular, I served for the Bank on the Presidential Working Group on Financial Markets during its review of the renewal of the Terrorism Risk Insurance Act in 2006 and on the Committee on the Global Financial System Task Force on Institutional Investors, Global Savings, and Asset Allocation.

My academic service activities include 1) service as referee for various academic journals, 2) prior service as an associate editor of the *Journal of Insurance Issues* and a senior editor for the *Journal of Risk and Insurance*, and 3) current service as a deputy editor-in-chief for the *Journal of Risk and Insurance* and as an associate editor for *Insurance: Mathematics and Economics*. In addition, I have served on the Board of the American Risk and Insurance Association and served as President of that association. I have also served as President of the Risk Theory Society, an

association of academics and practitioners working on risk and insurance theory. I currently serve on the International Research Advisory Board of National Chengchi University.

As an academic, I continue to write on insurance pricing, participate in academic conferences on insurance, and engage in various sponsored research and consulting activities related to insurance. The latter activities over the last two decades include a research project on loss reserving sponsored by the Casualty Actuarial Society (currently in progress), two previous research projects on capital allocation sponsored by the Casualty Actuarial Society, and a project on the financial crisis and the insurance industry sponsored by the Society of Actuaries. In addition, I have taught various courses at the undergraduate and graduate levels over the past decade, including classes on financial risk management, risk modeling, and property-casualty insurance.

Q: Have you published any papers or books?

A: Yes. I have published various articles, book chapters, reviews, and white papers on insurance pricing and other aspects of insurance markets. Published or forthcoming work includes articles on insurance topics in the *American Economic Review*, *Insurance: Mathematics and Economics*, the *Journal of Banking and Finance*, the *Journal of Financial Economics*, the *Journal of Public Economics*, the *Journal of Risk and Insurance*, *Management Science, North American Actuarial Journal,* and *Variance.* My co-authors and I have two chapters in the 2013 edition of the Handbook of Insurance, one on capital allocation for insurance companies, and the other on the financial pricing of insurance; we also have a chapter on the latter topic in the forthcoming edition. Two papers have won awards for their contributions to the field of actuarial science: I received the 2010 ARIA award from the Casualty Actuarial Society and shared the 2015 Charles A. Hachemeister Prize (also from the Casualty Actuarial Society) with a co-author.

Q: Are you a member of any professional organizations?

A: I am a member of the American Economic Association, the American Finance Association, the American Risk and Insurance Association, and the Risk Theory Society. I am also an Associate of the Casualty Actuarial Society (though I am not a practicing actuary). I served on the Board of Directors of the American Risk and Insurance Association from 2007 to 2014 and served as President in 2012-2013. I served as President of the Risk Theory Society in 2012.

Q: Have you ever testified in insurance rate regulatory proceedings?

A: Yes. I have testified in Workers Compensation insurance rate filings in Florida (2015 and 2017), Massachusetts (2020, 2022-2025), and Virginia (2016). In addition, I have testified for various rate filings in North Carolina starting in 2019, including Workers Compensation, Private Passenger Auto, Homeowners, Mobile Homeowners, Flood, and Dwelling.

Q: What was the nature of your testimony in those previous cases?

A: In the Florida, Massachusetts, and Virginia cases, I testified on the underwriting profit factors used in the rates. Specifically, I evaluated the suitability of the methods and assumptions used to develop those factors, as well as whether the rate of return on capital implied by those

factors was reasonable. For the North Carolina filings, I estimated the rate of return on capital implied by the selected underwriting profit factors and assessed whether that rate of return was reasonable.

Q: What is the purpose of your testimony in this proceeding?

A: I was asked by the North Carolina Rate Bureau, as a financial economist with expertise in insurance, 1) to assist the Bureau committee with the underwriting profit factor selection, 2) to determine the expected return on insurance net worth implicit in the filing, and 3) to assess whether the expected return on net worth constitutes a reasonable rate of return and thus whether the selected underwriting profit factor satisfies North Carolina's statutory requirements.

Q; Please summarize the main findings of your testimony.

A: The first task was to determine the range for a reasonable rate of return on capital. I started by creating a set of estimates of the cost of insurance equity relevant for the North Carolina Private Passenger Automobile insurance market. I consulted various third-party estimates of the cost of equity for the property-casualty insurance industry. I also generated my own estimates using a single-factor risk premium approach, where the cost of equity was determined by 1) the historical excess return of the overall stock market over bonds, 2) the historical correlation of the equity prices of the firms serving the North Carolina Private Passenger Automobile market with the overall stock market, and 3) the current level of bond yields. Finally, I adjusted the cost of equity to account for the significant presence of private companies in the North Carolina market. The cost of equity estimates resulting from this exercise ranged from about 8.9% to 14.4% for both Liability and Physical Damage.

Next, I calculated a weighted average cost of capital (WACC) by estimating the fraction of debt in the typical insurance holding company capital structure and weighting together the cost of equity with cost of debt based on this fraction. The resulting range for the WACC was about 8.4% to 12.7% for both Liability and Physical Damage.

The next task was to determine the projected rates of return on capital associated with the selected underwriting profit provisions. Using a pro forma return model similar to that used in previous filings, I analyzed how the selected underwriting profit provisions used in the filing translate into expected returns on net worth. However, in a departure from my testimony in previous filings, I no longer exclude investment income on capital and surplus when calculating the rate of return on net worth. This change is based on my understanding that North Carolina law now requires due consideration of investment income earned on capital and surplus when setting rates from July 1, 2025 and forward, and it is my understanding that the proposed rates in this filing are to be effective after July 1, 2025. When calculating the expected return on net worth including investment income earned on capital and surplus, I refer to the figure as the *total return.* My calculations produced total return estimates of 10.05% for Private Passenger Automobile Liability and 9.61% for Physical Damage. The calculations are detailed in Exhibits RB-12 and RB-13.

I next considered two adjustments to the model that I believe produce a more accurate representation of the rates of return produced by the selected underwriting profit factors. First, I adjusted the asset portfolio allocations (across bonds, stocks, and various other investments) to reflect the allocations actually supporting North Carolina Private Passenger Automobile business, rather than the overall average industry allocations. Second, I adjusted the prospective portfolio yields to reflect current market conditions, as opposed to the average of current market yields and embedded yields. The combined effect of these changes is to increase the total return to 11.63% for Liability and 10.85% for Physical Damage.

I then compared the projected returns on capital associated with the selected underwriting factors with the cost of equity and WACC ranges described above. The projected total returns for Liability and Physical Damage fell within the corresponding cost of equity and WACC ranges. This assessment still holds after adjusting the portfolio allocations and prospective yields as described above. I conclude that the expected returns implied by the underwriting profit provisions used in the filing are reasonable, adequate, and not excessive.

II. Expected Return on Net Worth

Q: In general terms, how did you determine the expected returns on net worth implied by the underwriting profit provisions used in the filing?

A: I used a *pro forma* return model similar to that used in previous filings in North Carolina. The model accounts for underwriting income, installment payment income, investment income on unearned premium and loss/loss adjustment expense (LAE) reserves, investment income on capital and surplus, and taxes as a percentage of premium. Total after-tax income from these sources (as a percentage of premium) is then related to net worth (as a percentage of premium) to obtain an expected return on net worth.

Q: What do you mean by *pro forma*?

A: The model is *pro forma* in the sense that it assumes 1) that the indicated rate change will be implemented and 2) that all loss, expense, and investment return realizations will coincide with their projected expected values.

The results of the model and supporting information are presented in Exhibits RB-12 and RB-13.

Q: Could you state what you mean by “net worth”?

A: Net worth is the book value of equity of a company under Generally Accepted Accounting Principles (GAAP) rather than Statutory Accounting Principles (SAP).

Q: Did you account for investment income on capital and surplus in calculating the expected return?

A: Yes. It is my understanding that North Carolina law now requires this for the period that the rates proposed in this filing well be in effect.

Q: Would you please elaborate on the elements of the return and how they are calculated?

A: The return is composed of underwriting profit (Exhibits RB-12 and RB-13, Page 1, Line 2), installment fee income (Exhibits RB-12 and RB-13 , Page 1, Line 3), investment gain on insurance transaction (Exhibits RB-12 and RB-13, Page 1, Line 7), and investment gain on surplus (Exhibits RB-12 and RB-13, Page 1, Line 8). (Please note that, in my exhibits and sometimes in my testimony, I refer to investment income on surplus as a shorthand reference to investment income on capital and surplus.) All of the foregoing income components are adjusted for taxes. The components are discussed in greater detail below:

Underwriting profit and installment fee income - As a matter of arithmetic and definition, the underwriting profit as a percentage of premium matches the underwriting profit provision selected by the NCRB. It is the percentage of premium left over after accounting for the loss and expense provisions, with the projected loss and LAE ratio and fixed expense ratios being adjusted to reflect the indicated rate change. Installment fee income is based on the average installment charges as a percentage of premium over the past five years (Exhibits RB-12 and RB-13, Page 3). The underwriting profit income and installment fee income are both assumed to be taxed at the current corporate rate of 21% (Exhibits RB-12 and RB-13, Page 1, Line 4), as provided in the Tax Cut and Jobs Act of 2017. I also account for additional tax liabilities relating to IRS rules regarding the treatment of unearned premium reserves and of loss reserves (Line 5 of Exhibits RB-12 and RB-13, Page 1). Details of the calculation of these additional tax liabilities are found on Pages 4 to 6 of Exhibits RB-12 and RB-13.

Net Investment Gain on Insurance Transaction – This portion of the return reflects investment income on investible funds generated by the insurance transaction. Specifically, this quantity is calculated as the product of an investment yield and the average loss/LAE and unearned premium reserves that are actually held at the insurance company. An adjustment is made for investment income on agents balances (specifically, to account for the fact that agents balances, which are premiums held by agents and not yet remitted to the company, are not available for investment by the insurance company). The details of the estimation of investible reserves and the investment income generated from those reserves are found on Pages 7 to 10 of Exhibits RB-12 and RB-13, with the adjustments for balances shown on Pages 1 and 2. The tax liability is based on a weighted average of estimated tax rates on the different sources of investment income, with the weights based on the composition of the overall property-casualty industry portfolio.

Investment Gain on Surplus – This portion of the return reflects investment income generated from surplus. The investment yield is applied to investible surplus, the amount of which is based on the ten-year average premium-to-surplus ratio for groups writing Private Passenger Automobile Liability and Physical Damage insurance in North Carolina from Page 14 of Exhibits RB-12 and RB-13, respectively. To be specific, the weighted average is calculated as a market share-weighted average of surplus-to-premium ratios, which is then inverted to obtain the premium-to-surplus ratio. The tax liability is again based on a weighted average of estimated tax rates on the different sources of investment income, with the weights based on the composition of the overall North Carolina industry portfolio.

These components of after-tax return, all denominated as a percent of premium, are then summed and related to net worth. This is accomplished by multiplying the returns as a percent of premium by the product of the premium-to-surplus ratio from Page 14 of Exhibits RB-12 and RB-13 and the inverse of the industry-wide net worth-to-surplus ratio from Page 15 of Exhibits RB-12 and RB-13.

Q: Please explain how the investment yield is calculated.

A: My understanding is that the accepted approach in North Carolina, based on a decision by the Commissioner in the 1990's, is to estimate the investment yield as an average of the "embedded yield" based on the industry statutory annual statement reports and a "current yield" based on current market rates. I have followed this convention in the analysis presented in Exhibits RB-12 and RB-13, though I contemplate the consequences of this convention in more detail later in my testimony.

For the current yield, I start with the overall weighted average invested asset portfolio for the North Carolina insurance market (using total North Carolina DPW for weights) and use various sources to estimate the current market yields for those assets. Sources for current market rates, and a summary of the overall calculation, are provided on Page 11 of Exhibits RB-12 and RB-13. For each of the bond subcategories, I obtain a maturity distribution for the North Carolina industry portfolio in that subcategory from the Schedule D summary exhibits and match each maturity level from the exhibits to a corresponding bond yield of similar maturity, so that the average yield shown on Page 11 is a weighted average across maturities according to the North Carolina industry portfolio. The overall pre-tax current yield on the industry portfolio as thus determined is 5.70%. The embedded yield calculations, based on the actual investment income reported by the industry, are shown on Pages 12 and 13 of Exhibits RB-12 and RB-13; the pre-tax embedded yield is 4.01%. For the pro forma calculations, I average these two figures to obtain 4.85% (shown on Page 10 of Exhibits RB-12 and RB-13).

The tax liability for investment income is determined for each asset class, reflecting tax advantages as appropriate on municipal bond interest, preferred and common stock dividends, and capital gains on stock. The expected return on equity is split into a capital gain and dividend component, for tax purposes, based on the experience of the S&P 500 over the 2004-2023 period.

Q: What is the expected return on net worth?

A: To calculate the implied return on insurance company equity, components of after-tax return are summed and related to net worth, which, as a percentage of premium, is calculated based on the product of the premium-to-surplus ratio from Page 14 of Exhibits RB-12 and RB-13 and the inverse of the industry-wide net worth-to-surplus ratio from Page 15 of Exhibits RB-12 and RB-13. This approach indicates that the selected underwriting profit factor for Private Passenger Automobile Liability insurance of 8.0%, if achieved, would yield a total return on net worth of 10.05%.). The selected underwriting profit factor for Private Passenger Automobile Physical Damage insurance of 9.5%, if achieved, would yield a total return on net worth of 9.61%.

Q: Have you considered the impact of any other alternative assumptions on your estimates?

A: Yes, I have considered the impact of an alternative investment yield calculation.

Specifically, I considered the combined impact of two changes.

First, I based the asset distribution on a premium-weighted average of the portfolio allocations used by the companies writing Private Passenger Automobile insurance in North Carolina. The pro forma model relied on the weighted average invested asset distribution for the North Carolina insurance industry. While I have followed this convention in Exhibits RB-12 and RB-13, the assumption may not be suitable for the case of Private Passenger Automobile insurance because the North Carolina industry portfolio does not fully reflect the higher equity allocations held by the carriers in the industry that focus on personal lines. The higher allocations to riskier investments, such as common stock, tend to raise the estimated investment yields because the expected rate of return on common stock is much higher than typical bond yields (see Page 11 of Exhibits RB-12 and RB-13). Basing the allocation assumption on the portfolios of the companies actually writing Private Passenger Automobile business in North Carolina, in my opinion, offers a closer approximation to the average investment portfolio supporting North Carolina Private Passenger Automobile underwriting.

Second, I based the investment yield solely on the current yield. The practice of averaging embedded yields with current yields makes little difference when the yields are relatively close together. But there is a significant divergence between the current yields on investments and embedded yields, with the pre-tax current yield being about 170 basis points higher than the embedded yield. The current yield, in my opinion, is the better indicator of investment yields for a prospective ratemaking exercise, where the relevant questions concern the terms on which money will be invested today and in the future.

The combined effects of these two changes are to raise the projected total returns to 11.63% for Liability and to 10.85% for Physical Damage.

Q: How were the underwriting profit factors determined?

A: The Bureau selected the provisions. I participated in the Bureau's Auto Committee meeting for the discussion of the profit portion of the rate review. I described for the Committee my pro forma profit analyses and provided arrays of underwriting profit provisions and their associated total returns on net worth. The returns shown in those arrays spanned the ranges for the cost of capital that I had provided. Following my presentation and the committee discussion, the Committee selected the underwriting profit factors.

III. Rate of Return on Capital

Q: What steps did you take in the course of assessing whether the returns described above would produce a reasonable rate of return on equity?

A: I first established ranges for reasonable estimates of the cost of capital. I then compared the estimated total returns on net worth determined in Section II above to these cost of capital ranges.

Q: How did you establish ranges for reasonable estimates of the cost of capital?

A: The cost of capital for an industry is a difficult figure to pin down, and part of my approach is based on a belief in the wisdom of consulting multiple sources of information. I started by gathering various third-party estimates of the cost of capital for property-casualty firms associated with publicly traded holding companies. I also made an independent set of estimates of the same tailored specifically for the North Carolina Private Passenger Automobile market. I then made adjustments to all of these estimates to account for the presence of private companies in the North Carolina market.

Q: Please describe the third-party estimate sources and methodologies.

A: Kroll (formerly Duff & Phelps) and Damodaran Online (an open-access website maintained by Aswath Damodaran, a valuation expert affiliated with New York University) both publish estimates for the property-casualty industry. Kroll updates the estimates quarterly (the estimates reported below are from 9/30/2024), while Damodaran Online updates the estimates annually (1/1/2024).

Kroll reports estimates from a variety of methodologies. Some estimates are produced using factor models, where the industry's sensitivity to a pricing factor (or sensitivities to a set of factors) are measured and used to generate a cost of capital. For example, single factor models (such as the CAPM) typically mark the overall stock market return in excess of a "base" fixed income return as the pricing factor. The cost of capital is generated in this case by estimating a risk premium for each factor, adjusting that risk premium to account for the sensitivity of the industry in question to that factor, and then adding the adjusted risk premium to the current yield of the "base" fixed income instrument to produce a cost of capital. In addition to CAPM estimates, Kroll also reports a "CAPM + size premium" estimate to recognize the higher cost of capital endured by smaller firms and thus correct for the average size of firms within an industry. The "Buildup Method" employs a related approach, adding a size premium and an industry premium to the standard market risk premium. The Fama-French-5-factor model extends the single risk factor framework of the CAPM to a five factor risk framework, thus pricing an industry's equity on the basis of its sensitivity to four additional factors in addition to overall market returns.[1] Kroll also utilizes discounted cash flow (DCF) models, where free cash flow or dividends are forecasted into the future, with the cost of capital estimate being the implied discount rate on the future cash flows that explains the current equity valuation. In general, the two classes of methods---factor models and DCF models---are perhaps the two most widely accepted and widely deployed methods for estimating the cost of equity.

Damodaran reports estimates from a single-factor CAPM model. However, rather than estimating the risk premium associated with the stock market on the basis of simple averages of

[1] Additional details on the five factors are available at:
https://mba.tuck.dartmouth.edu/pages/faculty/ken.french/Data_Library/f-f_5_factors_2x3.html.

historical excess returns (as is typically done), he attempts to modify the premium to account for the current level of stock market valuation.[2] This distinction is one example of the substantial variation in implementation of factor models, which can have significant effects on the estimates. There is also substantial methodological variation in implementation of the DCF model, which is estimated with different time period stages, with time-varying growth rates. All of this underscores the importance of consulting multiple sources of estimates and testing sensitivities where possible.

The approaches described above all produce estimates of the cost of equity. In the case of Damodaran Online, I updated the 10-year Treasury yield used as the reference point in the calculation to be consistent with 10-year yield used in the other parts of the filing. This cost of equity is then weighted together with an estimated cost of debt for the industry to produce a WACC for publicly traded firms. The weights are based on the composition of the capital structure (equity versus debt) for the industry, with the weights and cost of debt estimated independently by Kroll and Damodaran.

To be clear, aside from updating the 10-year bond yield underlying Damodaran's estimate, I do not independently calculate or verify the figures reported by Kroll or Damodaran. I use them as alternative estimates of the cost of capital for the industry produced by independent third parties.

Q: Please describe how you derived your independent estimates of the cost of equity capital for publicly traded firms.

A: I used a single factor model, also referred to as a "risk premium" approach in previous filings in North Carolina. This approach estimates the cost of equity as

$$r + \beta * (ERP)$$

where r is the current yield on a reference fixed income instrument, ERP is the estimated expected excess return of the stock market over that fixed income yield, and β is the estimated covariation between the equity of the property-casualty industry and the overall stock market (more precisely, the covariance of property-casualty equities with the S&P 500, divided by the variance of the S&P 500).

For the reference interest rate, I tried four different fixed income assets---the 3-month Treasury Bill, the 10-year Treasury Note, the Moody's Seasoned Aaa Corporate Bond Index, and the Moody's Seasoned Baa Corporate Bond Index. In each case, I estimated the equity risk premium as the average excess return of the S&P 500 over the return on the reference fixed income asset

[2] Damodaran's latest estimates for cost of capital by industry are available at https://pages.stern.nyu.edu/~adamodar/New_Home_Page/datafile/wacc.html, and data from previous years can also be accessed through the website. Additional detail on variable definitions can be found at: https://pages.stern.nyu.edu/~adamodar/New_Home_Page/datafile/variable.htm.

over the 1928-2023 period.[3] To calculate the average returns, I used the formula from Blume (1974)[4] by weighting together the arithmetic average and the geometric average, as in:

$$\left[\frac{N-T}{N-1}(1+\pi_A)^T + \frac{T-1}{N-1}(1+\pi_G)^T\right]^{\frac{1}{T}}$$

where N is the sample size, T is the return horizon (corresponding to the maturity of the fixed income asset), π_A is the arithmetic average return in the sample, and π_G is the geometric average return in the sample.

For β (beta), I estimated weighted average betas for the North Carolina Private Passenger Automobile Liability and Physical Damage markets. For each publicly traded holding company associated with an operating subsidiary underwriting each coverage in North Carolina in 2023, I pulled the beta provided by S&P Global (based on 1-year and 3-year daily returns) and adjusted them using a Blume correction (a weighted average of the raw beta and one, with the weight on the raw beta being 0.67). I then calculated a weighted average based on 2023 North Carolina Private Passenger Automobile Liability DPW, and I performed a similar exercise for Physical Damage.

Given current yields for the reference fixed income assets (calculated as averages of the values on 12/5/24, 11/5/24, and 10/5/24) and estimates for the equity risk premium and beta, I then calculate a cost of equity according to the formula given above.

Next, I estimated a WACC for the North Carolina market. For the capital structure, I estimated weighted average debt percentages for the North Carolina Private Passenger Automobile Liability and Physical Damage markets. For each publicly traded holding company, I calculated the percentage of debt in the capital structure based on the latest fiscal year report. For the cost of debt, I used the figure from Damodaran Online, based on a 4.14% 10-year Treasury rate.

Q: What were the results?

A: The following table lists the cost of equity and the WACC for publicly traded companies, including the estimates I produced and those reported by Kroll and Damodaran Online for the property-casualty industry.

[3] The source data for these calculations is available at:
https://www.stern.nyu.edu/~adamodar/pc/datasets/histretSP.xls

[4] Blume, M.E. (1974), "Unbiased Estimates of Long-Run Expected Rates of Return," *Journal of the American Statistical Association* (September), pp. 634-8.

Cost of Capital for Publicly Traded Companies

Source	Method	Current Yield (12/5/24)	Equity Risk Premium	Cost of Equity		WACC	
Kroll	CAPM			7.3%		6.9%	
Kroll	CAPM + Size Premium			7.7%		7.2%	
Kroll	Build-Up			8.2%		7.6%	
Kroll	Fama-French 5-factor			8.3%		7.7%	
Kroll	DCF (1-stage)			8.0%		7.4%	
Kroll	DCF (3-stage)			10.8%		9.8%	
Damodaran Online	Implied Premium			7.54%		6.97%	
Liability				**Low**	**High**	**Low**	**High**
Zanjani	Risk Premium over T-Bill	4.61%	8.32%	8.98%	10.47%	8.49%	9.84%
Zanjani	Risk Premium over T-Note	4.14%	6.66%	7.64%	8.83%	7.28%	8.36%
Zanjani	Risk Premium over Aaa Bond	5.61%	4.56%	7.99%	9.03%	7.60%	8.54%
Zanjani	Risk Premium over Baa Bond	4.95%	5.80%	8.01%	8.82%	7.62%	8.35%
Physical Damage							
Zanjani	Risk Premium over T-Bill	4.61%	8.32%	9.02%	10.47%	8.53%	9.84%
Zanjani	Risk Premium over T-Note	4.14%	6.66%	7.67%	8.84%	7.31%	8.36%
Zanjani	Risk Premium over Aaa Bond	5.61%	4.56%	8.02%	9.04%	7.63%	8.55%
Zanjani	Risk Premium over Baa Bond	4.95%	5.80%	8.03%	8.83%	7.64%	8.36%

I have also shown the current yield and equity risk premium elements for each of my own estimates to facilitate reconstruction. Other parameters I used were calculated as described above: 1) the weighted average beta (for the North Carolina Private Passenger Automobile Liability industry, the low estimate was 0.5250 and the high one was 0.7043; for Physical Damage, the figures were 0.5297 and .7050, respectively), 2) the cost of debt (4.01%), and 3) the percentage of debt in the capital structure (for the North Carolina Private Passenger Automobile Liability industry, this was 9.77%).

To illustrate, the higher cost of equity for my "Risk Premium over T-Bill" method for Liability is:

$$4.61\% + 0.7043 \times 8.32\% = 10.47\%,$$

where 4.61% is the 3-month average T-Bill yield on 12/5/2024 (measured as the average of the yields on 12/5, 11/5, and 10/5---consistent with the yield averaging method in other parts of the filing), 0.7043 is the 3-year weighted average beta for the publicly traded holding companies of carriers serving the North Carolina Private Passenger Automobile Liability market, and 8.32% is the average long-horizon risk premium of the equity market over the T-Bill yield. The corresponding WACC is:

$$(1 - .0977) \times 10.47\% + .0977 \times 4.01\% = 9.84\%.$$

Note that, the estimates for capital structure and the cost of debt differ across sources, so the relationship between the cost of equity and the WACC for Kroll and Damodaran Online will not follow the exact formula listed above.

Q: Do you believe any adjustments are necessary to the estimated cost of equity in the context of this filing?

A: Yes. All of the foregoing estimates are based on the data of publicly traded companies, which have the easiest access to financing and thus the lowest costs of capital. However, I found that operating companies affiliated with publicly traded holding companies wrote only 50.1% of the 2023 Private Passenger Automobile Liability direct premiums written for North Carolina. The figure for Physical Damage was 50.9%. In both markets, the remainder was underwritten by companies associated with private, often mutual, ownership---a segment well known to have more difficulty in accessing the capital markets.[5] The industry average cost of equity needs to be adjusted upward to account for this non-public ownership.

Q: How much higher is the cost of equity for non-public firms?

A: Research dating back at least as far as the 1960's has demonstrated that private equity trades at a substantial discount to public equity. The discount is thought to derive from a variety of factors, including the illiquid nature of private equity stakes (also known as a "lack of marketability") as well as information, monitoring, and control issues. The discount translates into a higher cost of equity. For example, if a public firm's cost of equity is estimated at 10% and the equity of a comparable private firm is selling at a 20% discount to that of the public firm, the private firm's cost of equity would be estimated as:

$$12.5\% = 10\% / (1 - 20\%)$$

The discount is difficult to estimate. Exhibit RB-14 summarizes some of the academic research on the private firm discount. Studies have taken a variety of approaches to measurement. "IPO" studies compare the prices of pre-IPO share transactions in a private company with post-IPO share prices after the company is public. "Acquisition" studies compare the valuations of acquired private companies versus the valuations of acquired public companies. "Restricted stock" and "private placement" studies compare the prices of restricted stock issued by public companies with the prices of their traded shares.

All the approaches have their flaws. IPO studies, for example, are thought to have a bias toward overstating the discount because of the differences in timing of transactions. Restricted stock and private placement studies tend to understate the discount: Since they confine their attention to public companies, they do not account for factors other than the discount for lack of marketability (DLOM), and, moreover, the actual restrictions on marketability for private placements have been loosened significantly over the years by the Securities and Exchange Commission.

On balance, however, the studies point to a substantial discount. For purposes of this testimony, I use a discount of 25%, which is somewhat below the average of the averages of the three groups in Exhibit RB-14 (when taking the midpoint of the ranges for the studies with ranges of estimates).

[5] See, for examples, Harrington, S.E., and Niehaus, G. (2002), "Capital Structure Decisions in the Insurance Industry: Stocks versus Mutuals," *Journal of Financial Services Research* 21, 145-163, and Cummins, J.D., and Viswanathan, K. (2003), "Ownership Structure Changes in the Insurance Industry: An Analysis of Demutualization," *Journal of Risk and Insurance* 70, 401-437.

Q: How would this affect the estimated cost of equity for the industry?

A: To illustrate, assuming a 25% private company discount and a 50.1% market share for public companies, I calculate a weighted average of the private cost of equity and the public cost of equity as in:

$$49.9\% * \left(\frac{COE}{(1-0.25)}\right) + (50.1\%) * (COE),$$

where COE is the estimated cost of equity for public companies. The adjusted weighted average estimates are as follows:

Cost of Capital, Adjusted for Non-Public Ownership

Source	Method	Cost of Equity		WACC	
Liability					
Kroll	CAPM	9.7%		8.9%	
Kroll	CAPM + Size Premium	10.3%		9.3%	
Kroll	Build-Up	10.9%		9.8%	
Kroll	Fama-French 5-factor	11.1%		9.9%	
Kroll	DCF (1-stage)	10.7%		9.6%	
Kroll	DCF (3-stage)	14.4%		12.7%	
Damodaran Online	Implied Premium	10.1%		9.1%	
Physical Damage					
Kroll	CAPM	9.7%		8.9%	
Kroll	CAPM + Size Premium	10.3%		9.3%	
Kroll	Build-Up	10.9%		9.8%	
Kroll	Fama-French 5-factor	11.1%		9.9%	
Kroll	DCF (1-stage)	10.7%		9.6%	
Kroll	DCF (3-stage)	14.4%		12.7%	
Damodaran Online	Implied Premium	10.1%		9.1%	
Liability		**Low**	**High**	**Low**	**High**
Zanjani	Risk Premium over T-Bill	10.47%	12.21%	9.84%	11.41%
Zanjani	Risk Premium over T-Note	8.91%	10.30%	8.43%	9.69%
Zanjani	Risk Premium over Aaa Bond	9.32%	10.54%	8.80%	9.90%
Zanjani	Risk Premium over Baa Bond	9.34%	10.29%	8.82%	9.68%
Physical Damage					
Zanjani	Risk Premium over T-Bill	10.49%	12.19%	9.86%	11.39%
Zanjani	Risk Premium over T-Note	8.92%	10.28%	8.44%	9.67%
Zanjani	Risk Premium over Aaa Bond	9.33%	10.52%	8.82%	9.88%
Zanjani	Risk Premium over Baa Bond	9.34%	10.27%	8.82%	9.66%

Q: How do these figures speak to the issue of whether or not the pro forma expected return on net worth is reasonable?

A: There are at least two schools of thought on this issue.

The first is that the "net worth" in the pro forma return exhibits should be interpreted as an equity investment akin to the equity considered in the cost of equity analysis. Thus, it should be entitled to a similar rate of return. Under this school of thought, the return on net worth calculated in the previous section should be compared directly with the figures in the table above. If one does this, the projected returns are, in my opinion, clearly not excessive. Before making the adjustments to the investment return projections that I believe are appropriate for the North Carolina Private Passenger Automobile Liability market, the projected total return of 10.05% is within the span of estimates, which range from 8.91% to 14.4%. For North Carolina Private Passenger Automobile Physical Damage, the projected total return of 9.61% falls within the span of estimates, which range from 8.92% to 14.4%.

When testing robustness by 1) adjusting the investment portfolio to the allocations matched to the North Carolina Automobile market and 2) substituting current yields for embedded yields, the projected total returns rise, but the conclusions are unaffected.

A second school of thought is that, although the capital of the operating subsidiaries may be fully financed by equity, the holding companies are the source of that equity. Thus, one should "look through" the operating subsidiaries to the level of the holding companies to determine a cost of capital, which is important because the holding companies---unlike the insurance subsidiaries---typically hold significant debt in the capital structure. Thus, the cost of capital for the holding company is, under this school of thought, calculated as a weighted average of the cost of equity and the cost of debt, with the weights based on each component's share of the capital structure. The result is the WACC discussed above, which, as can be seen above, is typically lower than the cost of equity due to the lower cost of debt.

On the other hand, the market value of the capital of the holding company will be different from the book value of the capital invested in the insurance subsidiaries. Thus, a particular return on net worth at the level of the operating subsidiary will translate into a lower (higher) return on holding company capital if the market value of the holding company capital exceeds (is less than) the net worth of the insurance subsidiaries.

Stock market valuations at current levels put the market-to-net worth ratio of the public companies that own the major underwriters of Private Passenger Automobile insurance in North Carolina, on average, well above one. However, even if one assumes that the market value of holding company capital is equal to the net worth of the operating subsidiaries, the table demonstrates that a total return on net worth of 10.05% for Private Passenger Automobile Liability is reasonable and not excessive; it falls within the span of estimates (8.43% to 12.7%). A similar characterization applies for Private Passenger Automobile Physical Damage, with a projected total return of 9.61% (and a range of estimates from 8.44% to 12.7%). These conclusions are again unaffected when testing robustness by 1) adjusting the investment

portfolio to the allocations matched to the North Carolina Automobile market and 2) substituting current yields for embedded yields.

IV. Conclusion

Q: Based on your knowledge and experience and on the studies and analyses you have performed, have you come to any conclusions regarding the underwriting profit factor selected by the Bureau and used in its indicated rate level calculations in this filing?

A: Yes. Based on my pro forma return analysis detailed in Exhibit RB-12, I found that the expected total return on net worth implied by the selected 8.0% underwriting profit factor for Private Passenger Automobile Liability was 10.05% When making adjustments that I regard as appropriate to account for the asset distribution relevant for this line of business and the yields currently in the marketplace, the expected total return rose to 11.63%. Based on my pro forma return analysis detailed in Exhibit RB-13, I found that the expected total return on net worth implied by the selected 9.5% underwriting profit factor for Private Passenger Automobile Physical Damage was 9.61%. When making adjustments that I regard as appropriate to account for the asset distribution relevant for this line of business and the yields currently in the marketplace, the expected total return rose to 10.85%.

After reviewing the cost of capital estimates for the industry produced by third parties and producing my own estimates tailored to the North Carolina market, I found the expected returns on net worth resulting from the selected underwriting profit factors to be consistent with a reasonable and not excessive return on invested capital. Thus, I believe that the selected underwriting profit factors are reasonable and not excessive.

An important caveat to this analysis, however, is that all conclusions are predicated on the assumption that the indicated rate level is achieved. In the event that a lower rate level is implemented, the expected rate of return could be inadequate.

Q: Does that conclude your testimony?

A: Yes.

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Assistant Actuarial Analyst, 1990-1991

Publications: Refereed Scholarly

"Pricing Insurance Risk: Reconciling Theory and Practice," (with Daniel Bauer and Richard D. Phillips), in *Handbook of Insurance* (3rd edition), Georges Dionne (ed.), New York: Springer (forthcoming)

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"An Overview of Political Risk Insurance" (with Kausar Hamdani and Elise Liebers), *CGFS Publication No. 22, Working Group on Foreign Direct Investment in the Financial Sector of Emerging Market Economies* (2005)

Work in Progress

"Life Insurance and Annuity Pricing During the Financial Crisis, Revisited," (with Daniel Bauer, Lars Powell, and Boheng Su), working paper, 2024

"Dynamic Capital Allocation in General Insurance," (with Daniel Bauer and Qiheng Guo), working paper, 2024

"The Ignorance of Crowds: Understanding Reserving Errors in the Liability Crisis of 1997-2001," (with Eren Cifci, Qianlong Liu, Steve Mildenhall, Lars Powell, and Kenny Wunder), working paper, 2024

"Market Discipline and Guaranty Funds in Life Insurance," (with Martin Grace, Shinichi Kamiya, and Robert W. Klein), working paper, 2024

"An Integrated Approach to Measuring Asset and Liability Risks in Financial Institutions," (with Daniel Bauer), working paper, 2023

"Optimal Insurance Contracts with Insurer Background Risk," (with Xiaohu Ping), working paper, 2015

"The Effect of Banking Crises: Evidence from Non-Life Insurance Consumption," (with Shinichi Kamiya and Jackie Li), working paper, 2015

"Bankruptcy in the Core and Periphery of Financial Groups: The Case of the Property-Casualty Insurance Industry" working paper, 2010

"The Rise and Fall of the Fraternal Life Insurer: Law and Organizational Form in U.S. Life Insurance, 1870-1920," working paper, (*revise and resubmit, Journal of Law & Economics),* 2007

"Organizational Form and the Underwriting Cycle: Theory with Evidence from the Pennsylvania Fire Insurance Market, 1873-1909," working paper, 2004

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External Research Projects and Consulting

2025	Expert Witness, Workers' Compensation Rate Filing, Massachusetts
2024	Expert Witness, Capstone Associated Services v. United States
2024	Expert Witness, Insurance Rate Filings, North Carolina
2024	Expert Witness, Workers' Compensation Rate Filing, Massachusetts
2023	Using Industry Level Experience to Improve Company Loss Reserving, sponsored by CAS
2023	Expert Witness, Insurance Rate Filings, North Carolina
2023	Expert Witness, Workers' Compensation Rate Filing, Massachusetts

2022 Expert Witness, Insurance Rate Filings, North Carolina
2022 Expert Witness, Workers' Compensation Rate Filing, Massachusetts
2021 Expert Witness, Golson v. Provident Life, Alabama
2021 Expert Witness, Insurance Rate Filings, North Carolina
2020 Expert Witness, Insurance Rate Filings, North Carolina
2020 Expert Witness, Workers' Compensation Rate Filing, Massachusetts
2019 NCCI Review of Cost of Capital Methodology
2019 Expert Witness, Insurance Rate Filings, North Carolina
2018 NCCI Review of TCJA
2017 Expert Witness, Workers' Compensation Rate Hearing, Florida
2016 Expert Witness, Assigned Risk Workers' Compensation Rate Hearing, Virginia
2015 Expert Witness, Workers' Compensation Rate Hearing, Florida
2015 NCCI Revision of Underwriting Profit and Contingency Internal Rate of Return Model
2015 An Extension of the Project on the Costs of Holding Capital, sponsored by the CAS
2013 Microinsurance Centre Lessons from History Project
2012 Allocation of the Costs of Holding Capital, sponsored by the CAS,
2011 CRO Risk Index Project, co-sponsored by SOA and Bloomberg, co-founder
2009 "The Financial Crisis and Lessons for Insurers," $50,000 SOA grant, role: report co-author

Papers Presented at Professional Meetings

2023 "Life Insurance and Annuity Pricing During the Financial Crisis, Revisited" EGRIE Annual Seminar, Malaga, Spain
2023 "Life Insurance and Annuity Pricing During the Financial Crisis, Revisited" IME Annual Conference, Edinburgh, UK
2023 "Understanding Loss Reserving Errors in the Liability Catastrophe of 1997-2001," IME Annual Conference, Edinburgh, UK
2023 "Understanding Loss Reserving Errors in the Liability Catastrophe of 1997-2001," Gen Re Seminar, Cologne, Germany
2022 "Understanding Loss Reserving Errors in the Liability Catastrophe of 1997-2001," Conference in Honor of J.David Cummins and Mary Weiss, Temple University**,** Philadelphia
2020 "Life Insurance and Annuity Pricing During the Financial Crisis, Revisited" WRIEC, virtual meeting
2019 "An Integrated Approach to Measuring Asset and Liability Risks in Financial Institutions," EGRIE Annual Meeting, Rome, Italy
2019 "An Integrated Approach to Measuring Asset and Liability Risks in Financial Institutions," ARIA Annual Meeting, San Francisco, CA
2019 "An Integrated Approach to Measuring Asset and Liability Risks in Financial Institutions," RTS Annual Seminar, Tuscaloosa, AL
2017 "The Effect of Government Guarantees on Market Discipline in the Property-Casualty Insurance Industry," NBER Insurance Project Workshop, Boston, MA
2015 "The Marginal Cost of Risk in a Multi-Period Model," NBER Insurance Project Workshop, Stanford, CA
2015 "The Marginal Cost of Risk in a Multi-Period Model," CAS Annual Meeting, Philadelphia, PA
2015 "Dynamic Capital Allocation," IME Annual Conference, Liverpool UK
2015 "What Drives Tort Reform Legislation? Economics and Politics of the State Decisions to Restrict Liability Torts," ASSA Annual Meeting, Boston, MA
2014 "The Marginal Cost of Risk in a Multi-Period Model," CAS Centennial, New York, NY
2014 "Market Discipline and Guaranty Funds in Life Insurance," EGRIE Annual Seminar, St. Gallen, CH
2014 "Dynamic Capital Allocation with Irreversible Investments," EGRIE Annual Seminar, St. Gallen, CH
2014 "What Drives Tort Reform Legislation? Economics and Politics of the State Decisions to Restrict Liability Torts," ARIA Annual Meeting, Seattle, WA
2014 "The Marginal Cost of Risk in a Multi-Period Model," ARIA Annual Meeting, Seattle, WA
2014 "Market Discipline and Guaranty Funds in Life Insurance," ARIA Annual Meeting, Seattle, WA
2014 "The Marginal Cost of Risk in a Multi-Period Model," IME Conference, Shanghai, CN

2014 "The Effect of Banking Crises: Evidence from Non-Life Insurance Consumption," Risk Theory Seminar, Munich, Germany
2013 "The Effect of Banking Crises: Evidence from Non-Life Insurance Consumption," ASSA Annual Meeting, Philadelphia, PA
2013 "Optimal Insurance Contracts with Insurer Background Risk," EGRIE Annual Meeting, Paris, FR
2013 "The Effect of Banking Crises: Evidence from Non-Life Insurance Consumption," ARIA Annual Meeting, Washington D.C.
2013 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," IRFRC Catastrophe Risk Conference, Singapore
2013 "Optimal Insurance Contracts with Insurer Background Risk," ARIA Annual Meeting, Washington D.C.
2013 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," CEAR/ETH Indices of Risk and New Risk Measures Conference, Zurich, CH
2012 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," CAS Spring Meeting, Phoenix, AZ
2012 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," Symposium: Risk and Catastrophic Events, State College, PA
2012 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," ASSA Annual Meeting, Chicago, IL
2011 "The Marginal Cost of Risk, Risk Measures, and Capital Allocation," NBER Insurance Project Workshop, Cambridge, MA
2010 "Bankruptcy in the Core and Periphery of Financial Groups: The Case of the Property-Casualty Insurance Industry," ASSA Annual Meeting, Atlanta, GA
2009 "Bankruptcy in the Core and Periphery of Financial Groups: The Case of the Property-Casualty Insurance Industry," Risk Management and Corporate Governance Conference, Loyola University of Chicago
2009 "Bankruptcy in the Core and Periphery of Financial Groups: The Case of the Property-Casualty Insurance Industry," ARIA Annual Meeting, Providence, RI
2008 "An Economic Approach to Capital Allocation," Risk Theory Society, Annual Meeting, Fort Collins, CO
2007 "Federal Financial Exposure to Catastrophic Risk," ARIA Annual Meeting, Quebec City, CA
2007 "Catastrophe Bonds, Reinsurance, and the Optimal Collateralization of Risk Transfer," EFMA Annual Meeting, Vienna, AT
2007 "Catastrophe Bonds, Reinsurance, and the Optimal Collateralization of Risk Transfer," 5th Infiniti Conference on International Financial Integration, Dublin, IE
2007 "Federal Financial Exposure to Catastrophic Risk," NBER Conference on Measuring and Managing Federal Financial Risk, Evanston, IL
2006 Insuring Catastrophic Losses: The Status of TRIA and Proposed Natural Disaster Backstops, Wash., D.C.
2006 "Catastrophe Bonds, Reinsurance, and the Optimal Collateralization of Risk Transfer," Risk Theory Society, Annual Meeting, Richmond,VA
2006 "Public versus Private Underwriting of Catastrophe Risk: Lessons from the California Earthquake Authority," Berkeley Symposium on Real Estate, Catastrophic Risk, and Public Policy
2006 "Catastrophe Bonds, Reinsurance, and the Optimal Collateralization of Risk Transfer," NBER Insurance Project Workshop, Cambridge, MA
2005 "Regulation, Capital, and the Evolution of Organizational Form in U.S. Life Insurance," NBER Insurance Project Workshop, Cambridge, MA
2004 "The Rise and Fall of the Fraternal Life Insurer: Law and Organizational Form in U.S. Life Insurance," NBER Insurance Project Workshop, Cambridge, MA
2004 "Regulation, Capital, and the Evolution of Organizational Form in U.S. Life Insurance," American Finance Association, Annual Meeting, San Diego, CA
2003 "Insurance, Self-Protection, and the Economics of Terrorism," Risk Theory Society, Annual Meeting, Atlanta, GA
2003 "Terrorism Insurance Policy and the Public Good," St. John's Journal of Legal Commentary 10th Annual Legal Symposium: Terrorism and its Impact on Insurance: Legislative Responses and Coverage Issues, Queens, NY
2003 "Insurance, Self-Protection, and the Economics of Terrorism," NBER Insurance Project Workshop, Cambridge, MA
2002 "Pricing and Capital Allocation in Catastrophe Insurance," CAS Risk and Capital Management Seminar, Toronto, CA

2002 "Market Discipline and Government Guarantees in U.S. Life Insurance," Risk Theory Society, Annual Meeting, Urbana-Champaign, IL
2001 "Pricing and Capital Allocation in Catastrophe Insurance," Risk Theory Society, Annual Meeting, Montreal

Other Conferences Talks and Panel Participation

2018 Surplus Lines Automation Conference, Florida
2017 International Conference on Business Sciences, Cairo University, Egypt
2016 IIF Insurance Colloquium, Basel, Switzerland
2016 Surplus Lines Association of California, California (keynote)
2014 Surplus Lines Automation Conference, Florida
2011 PRMIA Annual Risk Leadership Conference, Atlanta, GA
2011 7th International Microinsurance Conference, Rio de Janeiro, Brazil
2010 Property Loss Research Bureau Eastern Adjusters Conference, Atlanta, GA (keynote)
2008 NCOIL Annual Meeting, Duck Key, FL
2007 Capital Markets Symposium on Securitizing Insurance Risk, New York, NY
2006 Insuring Catastrophic Losses: The Status of TRIA and Proposed Natural Disaster Backstops, Wash., D.C.
2006 Catastrophe Bonds and Insurance Linked Securities Summit, New York, NY
2005 12th Annual International Conference Promoting Business Ethics, New York, NY

Service Activities in Academic and Professional Organizations

Deputy Editor-in-Chief, *Journal of Risk and Insurance* (2025-)
Associate Editor, *Insurance: Mathematics and Economics* (2022-)
Senior Editor, *Journal of Risk and Insurance* (2019-2024)
International Research Advisory Board, Risk and Insurance Research Center, NCCU, Taiwan
American Risk & Insurance Association President (2012-13)
Risk Theory Society President (2011-2012)
American Risk & Insurance Association Board Member (2007-2014)
Editorial Board, *Journal of Insurance Issues* (2012-2014)
Huebner Colloquium Panelist (2016-2019)

External Committees
American Risk & Insurance Association Program Committee, various years; ARIA Nominations Committee, 2015, 2016, 2018; Kulp-Wright Book Award Committee, 2005; ARIA Mehr Award Committee, various years;

Discussant: *ARIA Annual Meeting, Denver, 2024; EGRIE Annual Seminar, Malaga, 2023; ARIA Annual Meeting, Los Angeles, 2022; WRIEC 2020; EGRIE Annual Meeting, Rome, 2019; ARIA Annual Meeting, San Francisco, 2019; ARIA Annual Meeting, Chicago, 2018; ARIA Annual Meeting, Boston, 2016; SIFR Insurance Conference, Stockholm, 2015; EGRIE Annual Seminar, St. Gallen, 2014*; *ARIA Annual Meeting, Seattle, 2014; ARIA Annual Meeting, San Diego, 2011; CEAR Workshop on Insurance for the Poor, Atlanta, 2010*; *CEAR Workshop on Risk Perception and Subjective Beliefs, Atlanta, 2010*; *Midwest Finance Association Annual Meeting, Chicago, 2009; 5th Infiniti Conference, Dublin, 2007; EFMA Annual Meeting, Vienna, 2007; AEA Annual Meeting, San Diego, 2004*

Session Chair: *ARIA Annual Meeting, Chicago, 2018, ARC, Atlanta, 2017; IME, Atlanta, 2017; ARIA Annual Meeting, San Diego, 2011; Midwest Finance Association Annual Meeting, Chicago, 2009; ARIA Annual Meeting, Quebec City, 2007; EFMA Annual Meeting, Vienna, 2007;*

Referee for *Asia-Pacific Journal of Risk and Insurance, Astin Bulletin, Australian Social Monitor*, *Contemporary Economic Policy, Current Issues in Economics and Finance, Defense and Peace Economics, European Economic Review, Financial Review, Geneva Papers: Issues and Practice, Geneva Risk and Insurance Review, Health Affairs, Insurance: Mathematics and Economics, Journal of Banking and Finance, Journal of Business*, *Journal of Finance, Journal of Financial Intermediation*, *Journal of Financial and Quantitative Analysis, Journal of Financial Services Research, Journal of Law and Economics, Journal of Mathematical Economics, Journal of Money, Credit, and Banking, Journal of Political Economy, Journal of Risk and Insurance, Management Science, Mathematical Social Sciences, North American Actuarial Journal, Proceedings of the National Academy of Sciences, Review of Financial Studies, Risk Management and Insurance Review, Scandinavian Actuarial Journal,* and *Science.*

Working Group Participation

Committee on the Global Financial System, Working Group on Institutional Investors, Global Savings, and Asset Allocation (2006); *Presidential Working Group on Financial Markets, Working Group on Terrorism Insurance* (2006)

Continuing Education Activities

2004-2007	Central Banking Seminar, Federal Reserve Bank of New York, Topics: Introduction to U.S. Financial Markets; Introduction to Non-bank Financial Institutions
2009	Texas Farm Bureau Program, Georgia State University, Topic: Securitization, the Insurance Industry, and the Panic of 2007
2009-2012	Horst K. Jannott Visiting Fellows Program, Georgia State University, Topics: Securitization, the Insurance Industry, and the Panic of 2007; Introduction to Statistics

NCRB - Pro Forma Total Rate of Return
(Including Investment Income on Surplus)
Private Passenger Automobile - Liability Coverages

		Pre-Tax	Tax Liability	Post-Tax
1	**Premiums**	100.00%		
	Loss & LAE	70.53%		
	Commissions	7.20%		
	Other Acquisition & General	11.67%		
	Taxes, Licenses & Fees	2.30%		
	Policyholder Dividends	0.30%		
2	**Pro Forma Underwriting Profit**	8.00%		
3	**Installment Fee Income**	1.00%		
4	**Regular Tax**		1.89%	
5	**Additional Tax Due to IRS Treatment of Reserves**		0.08%	
6	**Return from Underwriting Post-Tax**			7.03%
7	**Investment Gain on Insurance Transaction**	3.87%		
	Less Investment Income on Agents Balances	0.94%		
	Net Investment Gain on Insurance Transaction	2.93%	0.50%	2.43%
8	**Investment Gain on Surplus**	6.70%	1.13%	5.56%
9	**Total Return as a Percent of Premium (post-tax)**			15.03%
10	**Premium-to-Net Worth Ratio**			0.67
11	**Total Return as a Percent of Net Worth (post-tax)**			10.05%

Lines (1) to (8) are expressed as a percentage of premium.

Assumptions and Parameters

(a)	Underwriting Income Tax Rate	21.00%
(b)	Investment Income Tax Rate	16.92%
(c)	Pre-tax Investment Yield	4.85%
(d)	Premium-to-Surplus Ratio	0.750
(e)	Net Worth-to-Surplus Ratio	1.122
(f)	Installment Fee Income	1.00%
(g)	Additional Tax Due to IRS Treatment of Loss and Unearned Premium Reserve	0.08%

Notes to Exhibit RB-12 Page 1

1 The expense provisions are those used in Exhibit RB-1, adjusted for the proposed rate change.

2 Selected by North Carolina Rate Bureau

3 See Exhibit RB-12, Page 3

4 [(2) + (3)] x (a)

5 See Exhibit RB-12, Pages 4-6

6 (2) + (3) - (4) - (5)

7 Investment income on agents balances is calculated as 0.191 x 1.018 x (c) , where 0.191 is the factor for agents balances held for less than 90 days and 1.018 is a factor to correct for overdue balances. The first factor is sourced from Part 3 of the IEE for companies writing Private Passenger Automobile Liability insurance in North Carolina, averaging the 2022 and 2023 percentages for the Private Passenger Auto Liability line. The overdue balances factor is based on 2022 and 2023 industrywide data supplied by A.M. Best.

8 (c) x [1/ (d) + 0.3121 x 0.1495] , where 0.1495 is the prepaid expense ratio from Page 7 and 0.3121 is the UEPR ratio from Page 7.

9 (6) + (7) + (8)

10 (d) / (e)

11 (9) x (10)

Assumptions

(a) Current corporate tax rate, based on the Tax Cut and Jobs Act of 2017.
(b) See Exhibit RB-12, Pages 11-13. Calculated as 1- average post-tax yield/average pre-tax yield.
(c) See Exhibit RB-12, Page 10
(d) See Exhibit RB-12, Page 14
(e) See Exhibit RB-12, Page 15
(f) See Exhibit RB-12, Page 3
(g) See Exhibit RB-12, Pages 4-6

NORTH CAROLINA
Private Passenger Automobile - Liability Coverages
INSTALLMENT PAYMENT INCOME

Year	Inst. Charges	Liability Written Premium	Phy. Dam. Written Premium	Total Premium	Inst. Charges as a % of Prem.
2014	61,495	2,715,660	2,184,326	4,899,986	1.26%
2015	61,133	2,777,884	2,379,619	5,157,503	1.19%
2016	59,127	2,897,130	2,646,570	5,543,700	1.07%
2017	71,485	3,082,337	2,904,023	5,986,360	1.19%
2018	73,607	3,311,348	3,052,821	6,364,169	1.16%
2019	79,257	3,373,372	3,215,673	6,589,045	1.20%
2020	68,388	3,472,964	3,242,208	6,715,172	1.02%
2021	69,872	3,568,262	3,519,328	7,087,590	0.99%
2022	69,057	3,761,160	3,852,124	7,613,284	0.91%
2023	72,629	4,059,963	4,427,187	8,487,150	0.86%
Selected					1.00%

Amounts in Thousands

Source: ISO

North Carolina
Private Passenger Automobile - Liability Coverages
Calculation of Additional Tax Liability

1. Collected Earned Premium for Current Year	100.00%
2. Unearned Premium Reserve 12/31/Current	32.78%
3. Unearned Premium Reserve 12/31/Prior	31.49%
4. Increase: (2) - (3)	1.29%
5. 20% of Increase = Taxable Income	0.26%
6. Additional Tax Liability due to Unearned Premium Reserve	0.05%
7. Unpaid Loss Current Year	48.95%
8. Discounted Unpaid Loss Prior Year	46.85%
9. Unpaid Loss Prior Year	47.01%
10. Discounted Unpaid Loss Prior Year	45.03%
11. Additional Income	0.11%
12. Additional Tax Liability due to Loss Reserve Discounting	0.02%
13. Total Additional Tax Liabilities (6) + (12)	0.08%

NORTH CAROLINA
Private Passenger Automobile - Liability Coverages
Calculation of Taxable Income

Calculation of Unpaid Loss for Current Accident Year					Calculation of Discounted Unpaid Loss for Current Accident Year			Calculation of Discounted Unpaid Loss for Prior Accident Year			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AY Avg Acc Date	AY Pay Pattern	Percent Unpaid	Total Losses	Unpaid Losses	AY at 12/31 yr t	Discount Factor	Discounted Unpaid Loss	AY at 12/31/yr t-1	Unpaid Losses	Discount Factor	Discounted Unpaid Loss
0.5	58.36%	41.64%	70.528	29.37	2024	0.958562	28.1512				
1.5	82.66%	17.34%	67.748	11.75	2023	0.958589	11.2606	2023	28.211	0.961701	27.1301
2.5	92.78%	7.22%	65.077	4.70	2022	0.954048	4.4828	2022	11.284	0.954438	10.7699
3.5	96.99%	3.01%	62.512	1.88	2021	0.946635	1.7792	2021	4.514	0.950391	4.2896
4.5	98.75%	1.25%	60.048	0.75	2020	0.93956	0.7063	2020	1.805	0.946472	1.7087
5.5	99.48%	0.52%	57.681	0.30	2019	0.942824	0.2835	2019	0.722	0.942325	0.6805
6.5	99.78%	0.22%	55.408	0.12	2018	0.945205	0.1137	2018	0.289	0.942824	0.2723
7.5	99.91%	0.09%	53.224	0.05	2017	0.95055	0.0457	2017	0.116	0.945205	0.1092
8.5	99.96%	0.04%	51.126	0.02	2016	0.956473	0.0184	2016	0.046	0.95055	0.0439
9.5	99.98%	0.02%	49.111	0.01	2015	0.977282	0.0075	2015	0.018	0.956473	0.0177
10.5	99.99%	0.01%	47.175	0.00	2014	0.985513	0.0030	2014	0.007	0.977282	0.0072
11.5	100.00%	0.00%	45.316	0.00	2013	0.985513	0.0012	2013	0.003	0.985513	0.0029
								2012	0.000	0.985513	0.0000
Totals				48.95			46.85		47.01		45.03

Notes to Pages 4 and 5

Page 4

2	Page 8, line (2) divided by Page 8, line (1)
3	(2) / (1 + the 10 year average growth rate of PP Auto Liability premiums in NC)
4	(2) - (3)
5	(4) x 20%
6	(5) x current corporate tax rate
7	Unpaid current-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (5)
8	Discounted unpaid current-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (8)
9	Unpaid prior-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (10)
10	Discounted unpaid prior-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (12)
11	Change in loss reserve discount: [(7) - (8)] - [(9) - (10)]
12	(11) x current corporate tax rate
13	(6) + (12)

Page 5

1	Midpoint of number of years since end of accident period
2	Accident year payout pattern developed from NC Auto Liability policy year losses
3	1 - (2)
4	Latest period losses are based on projected loss ratio from Page 1. For previous years, losses are detrended at the 10 year average premium growth rate for PP Auto Liability in NC.
5	(3) x (4)
6	Accident Year at current year end
7	IRS discount factors for Auto Liability for 2023 tax year from Rev Proc 2023-41
8	(5) x (7)
9	Accident Year at prior year end
10	Column (3), previous period x Column (4), current period
11	IRS discount factors for Auto Liability for 2022 tax year from Rev Proc 2023-10
12	(10) x (11)

NCRB Investment Income Calculation
Private Passenger Automobile - Liability Coverages

Projected Investment Earnings on Loss, Loss Adjustment Expense and Unearned Premium Reserves

A. UNEARNED PREMIUM RESERVES		
1. Direct Earned Premiums		1,000,000
2. Mean Unearned Premium Reserve	31.21%	312,133
3. Deductions for Prepaid Expenses		
Commissions & Brokerage	7.20%	
Taxes, Licenses, & Fees (5/6)	1.92%	
Other Acquisition & General (1/2)	5.84%	
Total	14.95%	
4. Deduction for Prepaid Expense: (2) x (3)		46,664
5. Net Unearned Premium Reserve Subject to Investment (2) - (4)		265,469
B. Loss and Loss Expense Reserves		
1. Direct Earned Premiums		1,000,000
2. Expected Incurred Loss & LAE-to-Premium Ratio	70.53%	705,277
3. Expected Mean Loss and LAE Reserve-to-Incurred Ratio	75.50%	532,484
C. Net Policyholder Funds Subject to Investment (A5 + B3)		797,953
D. Average Rate of Return		4.85%
E. Investment Earnings from Net Reserves: (C) x (D)		38,727
F. Average Rate of Return as a Percent of Direct Earned Premiums: (E) / (A1)		3.87%

NORTH CAROLINA
Private Passenger Automobile - Liability Coverages

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Calculations displayed are per million of direct earned premiums.

Line A-2
The mean unearned premium reserve (UEPR) is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the direct earned premium for the current calendar year ended 12/31. The data are for North Carolina Private Passenger Auto Liability insurance (from statutory Page 14 of the Annual Statement) in the most recent calendar year. The data was provided by ISO.

1	Direct Earned Premium for most recent calendar year	3,936,803,708
2	UEPR at end of previous calendar year	1,167,232,421
3	UEPR at end of most recent calendar year	1,290,377,326
4	Mean UEPR	1,228,804,874
5	Ratio [(4) / (1)]	31.21%

Line A-3
Deduction for prepaid expenses
Certain production expenses, such as commissions and reinsurance, are assumed to be incurred when the policy is written and before the premiuim is paid. In addition, half of Other Acquisition and General expenses and 5/6 of Taxes, Licenses and Fees are assumed to be prepaid.

NORTH CAROLINA
Private Passenger Automobile - Liability Coverages

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line B-2
The expected loss and loss adjustment expense ratio is consistent with the expense provisions used in the filing.

Line B-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2022 and 2023 for Automobile Liability insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves. The data were provided by ISO.

1. Incurred Losses for Calendar Year 2022	3,011,765,854
2. Incurred Losses for Calendar Year 2023	3,392,936,015
3. Loss Reserves as of 12/31/2021	2,155,731,663
4. Loss Reserves as of 12/31/2022	2,370,498,843
5. Loss Reserves as of 12/31/2023	2,719,554,597
6. Mean Loss Reserve 2022: 1/2 [(3) + (4)]	2,263,115,253
7. Mean Loss Reserve 2023: 1/2 [(4) + (5)]	2,545,026,720
8. Ratio (6) ÷ (1)	0.751
9. Ratio (7) ÷ (2)	0.750
10. Loss Reserve: 1/2 [(8) + (9)]	0.751
11. Ratio of LAE Reserves to Loss Reserves (a)	0.156
12. Ratio of Incurred LAE to Incurred Losses (a)	0.150
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.755

(a) Based on 2023 All-Industry Insurance Expense Exhibit (source: ISO)

NORTH CAROLINA
Private Passenger Automobile - Liability Coverages

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The average rate of return is the average of the pretax current yield calculated on Page 11 and the pretax embedded yield. The embedded yield (see Page 12) is the sum of the ratio of investment income to invested assets for the most recent year plus the ten year average ratio of capital gains to invested assets (see Page 13). The current yield is the estimated currently available rate of return (including both income and capital gains) on the industry investment portfolio (see Page 11).

Embedded Yield	4.01%
Current Yield	5.70%
Average	4.85%

Portfolio Yield and Tax Rate - Current Yield

Investable Asset	Percent of Assets	Estimated Prospective Pre-Tax Return	Tax Rate	Estimated Prospective Post-Tax Return
Bonds				
US Gov't	11.18%	4.13%	21.00%	3.27%
Municipal	20.21%	2.69%	5.25%	2.55%
Industrial	34.83%	4.49%	21.00%	3.54%
Preferred Stock	0.42%	6.12%	13.13%	5.32%
Common Stock	19.43%	12.93%	19.63%	10.39%
Mortgage Loans	1.32%	6.48%	21.00%	5.12%
Real Estate	0.73%	6.54%	21.00%	5.17%
Cash & Short-term Investments	3.59%	4.61%	21.00%	3.64%
Other Long-Term Investments	8.30%	7.19%	18.81%	5.84%
Rate of Return Before Expenses	100.00%	6.00%	18.75%	4.88%
Investment Expenses		0.30%	21.00%	0.24%
Portfolio Rate of Return		5.70%	18.63%	4.64%

Sources

Preferred Stock	Current yield on iShares Preferred Stock Index ETF, 12/6/2024
Real Estate	REIT Sector WACC, using 3 month average 10-year Treasury for risk free rate, (source: Damodaran Online 2024 version of https://pages.stern.nyu.edu/~adamodar/New_Home_Page/datafile/wacc.html)
Cash	3 month Treasury rate, averaged over 3 months (source: US Treasury)
Municipal	Maturity weighted average of 3 month average MBIS Investment Grade yield curve; linearly interpolated
Industrial	Three month average of HQM par yields (source: FRED); linearly interpolated
Treasury	Three month average of Treasury yields; linearly interpolated (source: US Treasury)
Common Stock	0.0832 equity risk premium (source: Damodaran Online) plus 3 month average T-Bill Rate
Investment Expenses	Investment Expenses divided by Mean Invested Assets (Page 12)
Other LTI	Average of yields on bond portfolio, preferred stock, common stock, mortgages, and real estate.

Portfolio Yield and Tax Rate
Embedded Yield

		Income	Tax Rate
Bonds			
	Taxable	41,812,677	21.00%
	Non-Taxable	5,245,347	5.25%
Stocks			
	Taxable	9,342,333	13.13%
	Non-Taxable	3,585,207	5.25%
Mortgage Loans		1,874,497	21.00%
Real Estate		1,839,199	21.00%
Contract Loans		3,099	21.00%
Cash & Short Term Inv		8,600,662	21.00%
All Other		8,557,569	21.00%
Total		80,860,590	18.37%
Inv. Expenses		6,966,300	21.00%
Net Inv. Income		73,894,290	18.12%
Mean Invested Assets		2,305,242,991	
Inv. Inc. Yield Rate		3.21%	18.12%
Capital Gains (10 yr. avg.) (% of Inv. Assets)		0.80%	0.00%
Invest. Yield Rate (pre=tax)		4.01%	14.49%
Invest. Yield Rate (post-tax)		3.43%	

Source: A.M. Best's Aggregates and Averages, 2024 Edition, Page 12 - Exhibit of Net Investment Income (Column 2 - Earned During Year). For capital gains, see Exhibit RB-12, Page 13.

Realized Capital Gains or Losses
As a Percentage of Mean Invested Assets
(Amounts in Thousands of Dollars)

Calendar Year	Mean Invested Assets	Realized Capital Gains Amount	Percent
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,676,831,258	15,725,303	0.94%
2018	1,733,729,297	10,825,733	0.62%
2019	1,822,857,949	11,238,484	0.62%
2020	1,975,605,647	10,933,304	0.55%
2021	2,156,355,790	18,153,320	0.84%
2022	2,251,339,204	2,090,986	0.09%
2023	2,305,242,991	50,414,662	2.19%
Total	18,630,393,055	149,448,870	0.80%

"Mean Invested Assets" is the average of current and prior year values for Total Invested Assets (Page 2). Source for data is 2014-2024 editions of A.M. Best's Aggregates and Averages. Figures are net of capital gains taxes.

North Carolina

Private Passenger Automobile - Liability Coverages

Premium-to-Surplus Ratios

Year	Net
2014	0.776
2015	0.812
2016	0.787
2017	0.735
2018	0.783
2019	0.691
2020	0.667
2021	0.635
2022	0.767
2023	0.842
Average	0.750

Data from NAIC Statutory Filings and from A.M. Best's Aggregates and Averages, various years, for Top 30 groups writing Private Passenger Automobile Liability coverages in North Carolina
Weighted average of group level surplus-to-premium ratios is based on group level North Carolina Private Passenger Automobile Liability premiums, which is then inverted for the premium-to-surplus ratio.

North Carolina
Private Passenger Automobile - Liability Coverages
Calculation of Ratio of GAAP Net Worth to Statutory Surplus

	2018	2019	2020	2021	2022
Policyholder Surplus	742,079,084,495	847,278,658,173	910,066,482,410	1,028,834,642,825	958,964,082,808
+ Deferred Acquisition Costs	43,991,738,565	46,002,606,289	48,118,482,109	51,883,319,641	54,714,320,843
+ Non-Admitted DTA Provision	6,314,927,861	6,045,409,090	6,001,020,602	5,674,496,962	6,641,006,360
+ Non-admitted Assets (non-tax part)	46,502,063,197	50,520,441,190	51,971,123,366	62,815,925,708	54,765,183,036
+ Provision for Reinsurance	2,737,598,756	2,944,031,835	3,290,710,172	3,665,749,561	2,962,166,230
+ Provision for FASB 115(after-tax)	912,505,274	32,483,869,271	57,249,505,836	30,528,918,187	(69,664,596,475)
- Surplus Notes	(11,660,367,237)	(11,606,263,627)	(13,225,869,920)	(13,699,558,971)	(15,548,449,729)
GAAP-adjusted Net Worth	830,877,550,911	973,668,752,221	1,063,471,454,574	1,169,703,493,912	992,833,713,073
Ratio of Net Worth to Surplus	1.12	1.15	1.17	1.14	1.04
Five Year Average	1.122				

Source: ISO

NCRB - Pro Forma Total Rate of Return
(Including Investment Income on Surplus)
Private Passenger Automobile Physical Damage

		Pre-Tax	Tax Liability	Post-Tax
1	**Premiums**	100.00%		
	Loss & LAE	68.97%		
	Commissions	8.00%		
	Other Acquisition & General	10.83%		
	Taxes, Licenses & Fees	2.30%		
	Policyholder Dividends	0.40%		
2	**Pro Forma Underwriting Profit**	9.50%		
3	**Installment Fee Income**	1.00%		
4	**Regular Tax**		2.21%	
5	**Additional Tax Due to IRS Treatment of Reserves**		0.10%	
6	**Return from Underwriting Post-Tax**			8.20%
7	**Investment Gain on Insurance Transaction**	1.69%		
	Less Investment Income on Agents Balances	0.94%		
	Net Investment Gain on Insurance Transaction	0.75%	0.13%	0.62%
8	**Investment Gain on Surplus**	6.71%	1.14%	5.57%
9	**Total Return as a Percent of Premium (post-tax)**			14.39%
10	**Premium-to-Net Worth Ratio**			0.67
11	**Total Return as a Percent of Net Worth (post-tax)**			9.61%

Lines (1) to (8) are expressed as a percentage of premium.

Assumptions and Parameters

(a)	Underwriting Income Tax Rate	21.00%
(b)	Investment Income Tax Rate	16.92%
(c)	Pre-tax Investment Yield	4.85%
(d)	Premium-to-Surplus Ratio	0.749
(e)	Net Worth-to-Surplus Ratio	1.122
(f)	Installment Fee Income	1.00%
(g)	Additional Tax Due to IRS Treatment of Loss Reserves and UEPR	0.10%

Notes to Exhibit RB-13 Page 1

1 The expense provisions are those used in Exhibit RB-1, adjusted for the proposed rate change.

2 Selected by North Carolina Rate Bureau

3 See Exhibit RB-13, Page 3

4 [(2) + (3)] x (a)

5 See Exhibit RB-13, Pages 4-6

6 (2) + (3) - (4) - (5)

7 Investment income on agents balances is calculated as 0.191 x 1.018 x (c) , where 0.191 is the factor for agents balances held for less than 90 days and 1.018 is a factor to correct for overdue balances. The first factor is sourced from Part 3 of the IEE for companies writing Private Passenger Automobile Physical Damage insurance in North Carolina, averaging the 2022 and 2023 percentages for the Private Passenger Auto Physical Damage line. The overdue balances factor is based on 2022 and 2023 industrywide data supplied by A.M. Best.

8 (c) x [1/ (d) + 0.1533 x 0.3077], where 0.1533 is the prepaid expense ratio from Page 7 and 0.3077 is the UEPR ratio from Page 7.

9 (6) + (7) + (8)

10 (d) / (e)

11 (9) x (10)

Assumptions

(a) Current corporate tax rate, based on the Tax Cut and Jobs Act of 2017.
(b) See Exhibit RB-13, Pages 11-13. Calculated as 1- average post-tax yield/average pre-tax yield.
(c) See Exhibit RB-13, Page 10
(d) See Exhibit RB-13, Page 14
(e) See Exhibit RB-13, Page 15
(f) See Exhibit RB-13, Page 3
(g) See Exhibit RB-13, Pages 4-6

NORTH CAROLINA
Private Passenger Automobile Physical Damage
INSTALLMENT PAYMENT INCOME

Year	Inst. Charges	Liability Written Premium	Phy. Dam. Written Premium	Total Premium	Inst. Charges as a % of Prem.
2014	61,495	2,715,660	2,184,326	4,899,986	1.26%
2015	61,133	2,777,884	2,379,619	5,157,503	1.19%
2016	59,127	2,897,130	2,646,570	5,543,700	1.07%
2017	71,485	3,082,337	2,904,023	5,986,360	1.19%
2018	73,607	3,311,348	3,052,821	6,364,169	1.16%
2019	79,257	3,373,372	3,215,673	6,589,045	1.20%
2020	68,388	3,472,964	3,242,208	6,715,172	1.02%
2021	69,872	3,568,262	3,519,328	7,087,590	0.99%
2022	69,057	3,761,160	3,852,124	7,613,284	0.91%
2023	72,629	4,059,963	4,427,187	8,487,150	0.86%
Selected					1.00%

Amounts in Thousands

Source: ISO

North Carolina
Private Passenger Automobile Physical Damage
Calculation of Additional Tax Liability

1. Collected Earned Premium for Current Year	100.00%
2. Unearned Premium Reserve 12/31/Current	33.05%
3. Unearned Premium Reserve 12/31/Prior	30.79%
4. Increase: (2) - (3)	2.25%
5. 20% of Increase = Taxable Income	0.45%
6. Additional Tax Liability due to Unearned Premium Reserve	0.09%
7. Unpaid Loss Current Year	6.88%
8. Discounted Unpaid Loss Prior Year	6.76%
9. Unpaid Loss Prior Year	6.41%
10. Discounted Unpaid Loss Prior Year	6.31%
11. Additional Income	0.02%
12. Additional Tax Liability due to Loss Reserve Discounting	0.00%
13. Total Additional Tax Liabilities (6) + (12)	0.10%

NORTH CAROLINA
Private Passenger Automobile Physical Damage
Calculation of Taxable Income

Calculation of Unpaid Loss for Current Accident Year					Calculation of Discounted Unpaid Loss for Current Accident Year			Calculation of Discounted Unpaid Loss for Prior Accident Year			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AY Avg Acc Date	AY Pay Pattern	Percent Unpaid	Total Losses	Unpaid Losses	AY at 12/31 yr t	Discount Factor	Discounted Unpaid Loss	AY at 12/31/yr t-1	Unpaid Losses	Discount Factor	Discounted Unpaid Loss
0.5	90.27%	9.73%	68.973	6.71	2024	0.983826	6.6054				
1.5	99.75%	0.25%	64.268	0.16	2023	0.973911	0.1579	2023	6.256	0.985087	6.1628
2.5	100.00%	0.00%	59.885	0.00	2022	0.985999	0.0000	2022	0.151	0.97229	0.1468
3.5	100.00%	0.00%	55.800	0.00	2021	0.985999	0.0000	2021	0.000	0.984834	0.0000
4.5	100.00%	0.00%	51.994	0.00	2020	0.985999	0.0000	2020	0.000	0.984834	0.0000
5.5	100.00%	0.00%	48.448	0.00	2019	0.985999	0.0000	2019	0.000	0.984834	0.0000
6.5	100.00%	0.00%	45.143	0.00	2018	0.985999	0.0000	2018	0.000	0.984834	0.0000
7.5	100.00%	0.00%	42.064	0.00	2017	0.985999	0.0000	2017	0.000	0.984834	0.0000
8.5	100.00%	0.00%	39.195	0.00	2016	0.985999	0.0000	2016	0.000	0.984834	0.0000
9.5	100.00%	0.00%	36.521	0.00	2015	0.985999	0.0000	2015	0.000	0.984834	0.0000
10.5	100.00%	0.00%	34.030	0.00	2014	0.985999	0.0000	2014	0.000	0.984834	0.0000
11.5	100.00%	0.00%	31.709	0.00	2013	0.985999	0.0000	2013	0.000	0.984834	0.0000
								2012	0.000	0.984834	0.0000
Totals				6.88			6.76		6.41		6.31

Notes to Pages 4 and 5

Page 4

2	Page 8, line (2) divided by Page 8, line (1)
3	(2) / (1 plus the 10 year average growth rate of PP Auto Phys Dam premiums in NC
4	(2) - (3)
5	(4) x 20%
6	(5) x current corporate tax rate
7	Unpaid current-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (5)
8	Discounted unpaid current-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (8)
9	Unpaid prior-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (10)
10	Discounted unpaid prior-year losses at year-end as a percent of current year premium. Sum of Page 5, Column (12)
11	Change in loss reserve discount: [(7) - (8)] - [(9) - (10)]
12	(11) x current corporate tax rate
13	(6) + (12)

Page 5

1	Midpoint of number of years since end of accident period
2	IRS loss payment pattern for Automobile Physical Damage from Rev Proc 2016-58
3	1 - (2)
4	Latest period losses are based on projected loss ratio from Page 1. For previous years, losses are detrended at the 10 year average premium growth rate for PP Auto Phys Dam in NC.
5	(3) x (4)
6	Accident Year at current year end
7	IRS discount factor for 2023 tax year for Auto Physical Damage from Rev Proc 2023-41
8	(5) x (7)
9	Accident Year at prior year end
10	Column (3), previous period x Column (4), current period
11	IRS discount factor for 2022 tax year for Auto Physical Damage from Rev Proc 2023-10
12	(10) x (11)

NCRB Investment Income Calculation
Private Passenger Automobile Physical Damage

Projected Investment Earnings on Loss, Loss Adjustment Expense and Unearned Premium Reserves

A. UNEARNED PREMIUM RESERVES		
1. Direct Earned Premiums		1,000,000
2. Mean Unearned Premium Reserve	30.77%	307,679
3. Deductions for Prepaid Expenses		
Commissions & Brokerage	8.00%	
Taxes, Licenses, & Fees (5/6)	1.92%	
Other Acquisition & General (1/2)	5.41%	
Total	15.33%	
4. Deduction for Prepaid Expense: (2) x (3)		47,167
5. Net Unearned Premium Reserve Subject to Investment (2) - (4)		260,511
B. Loss and Loss Expense Reserves		
1. Direct Earned Premiums		1,000,000
2. Expected Incurred Loss & LAE-to-Premium Ratio	68.97%	689,728
3. Expected Mean Loss and LAE Reserve-to-Incurred Ratio	12.70%	87,595
C. Net Policyholder Funds Subject to Investment (A5 + B3)		348,107
D. Average Rate of Return		4.85%
E. Investment Earnings from Net Reserves: (C) x (D)		16,895
F. Average Rate of Return as a Percent of Direct Earned Premiums: (E) / (A1)		1.69%

NORTH CAROLINA
Private Passenger Automobile Physical Damage

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line A-1
Calculations displayed are per million of direct earned premiums.

Line A-2
The mean unearned premium reserve (UEPR) is determined by multiplying the direct earned premiums in line (1) by the ratio of the mean unearned premium reserve to the direct earned premium for the current calendar year ended 12/31. The data are for North Carolina Private Passenger Auto Physical Damage insurance (from statutory Page 14 of the Annual Statement) in the most recent calendar year.

1	Direct Earned Premium for most recent calendar year	4,234,126,488
2	UEPR at end of previous calendar year	1,206,221,174
3	UEPR at end of most recent calendar year	1,399,279,215
4	Mean UEPR	1,302,750,195
5	Ratio [(4) / (1)]	30.77%

Line A-3
Deduction for prepaid expenses
Certain production expenses, such as commissions and reinsurance, are assumed to be incurred when the policy is written and before the premiuim is paid. In addition, half of Other Acquisition and General expenses and 5/6 of Taxes, Licenses and Fees are assumed to be prepaid.

NORTH CAROLINA
Private Passenger Automobile Physical Damage

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line B-2
The expected loss and loss adjustment expense ratio is consistent with the expense provisions used in the filing.

Line B-3
The expected mean loss reserve is determined by multiplying the expected incurred losses in line (2) by the average North Carolina ratio of the mean loss reserves to the incurred losses in 2022 and 2023 for Auto Physical Damage insurance. This ratio is based on North Carolina companies' statutory Page 14 annual statement data and has been adjusted to include loss adjustment expense reserves.

1. Incurred Losses for Calendar Year 2022	$2,631,027,809
2. Incurred Losses for Calendar Year 2023	2,787,997,753
3. Loss Reserves as of 12/31/2021	215,550,909
4. Loss Reserves as of 12/31/2022	297,147,174
5. Loss Reserves as of 12/31/2023	283,695,044
6. Mean Loss Reserve 2022: 1/2 [(3) + (4)]	256,349,042
7. Mean Loss Reserve 2023: 1/2 [(4) + (5)]	290,421,109
8. Ratio (6) ÷ (1)	0.097
9. Ratio (7) ÷ (2)	0.104
10. Loss Reserve: 1/2 [(8) + (9)]	0.101
11. Ratio of LAE Reserves to Loss Reserves (a)	0.388
12. Ratio of Incurred LAE to Incurred Losses (a)	0.106
13. Loss and LAE Reserve [(10)x(1.0+(11))/(1.0+(12))]	0.127

(a) Based on 2023 All-Industry Insurance Expense Exhibit (source: A.M. Best)

NORTH CAROLINA
Private Passenger Automobile Physical Damage

ESTIMATED INVESTMENT EARNINGS ON UNEARNED PREMIUM RESERVES AND ON LOSS RESERVES

EXPLANATORY NOTES

Line E

The average rate of return is the average of the pretax current yield calculated on Page 11 and the pretax embedded yield. The embedded yield (see Page 12) is the sum of the ratio of investment income to invested assets for the most recent year plus the ten year average ratio of capital gains to invested assets (see Page 13). The current yield is the estimated currently available rate of return (including both income and capital gains) on the industry investment portfolio (see Page 11).

Embedded Yield	4.01%
Current Yield	5.70%
Average	4.85%

Portfolio Yield and Tax Rate - Current Yield

Investable Asset	Percent of Assets	Estimated Prospective Pre-Tax Return	Tax Rate	Estimated Prospective Post-Tax Return
Bonds				
US Gov't	11.18%	4.13%	21.00%	3.27%
Municipal	20.21%	2.69%	5.25%	2.55%
Industrial	34.83%	4.49%	21.00%	3.54%
Preferred Stock	0.42%	6.12%	13.13%	5.32%
Common Stock	19.43%	12.93%	19.63%	10.39%
Mortgage Loans	1.32%	6.48%	21.00%	5.12%
Real Estate	0.73%	6.54%	21.00%	5.17%
Cash & Short-term Investments	3.59%	4.61%	21.00%	3.64%
Other Long-Term Investments	8.30%	7.19%	18.81%	5.84%
Rate of Return Before Expenses	100.00%	6.00%	18.75%	4.88%
Investment Expenses		0.30%	21.00%	0.24%
Portfolio Rate of Return		5.70%	18.63%	4.64%

Sources

Preferred Stock	Current yield on iShares Preferred Stock Index ETF, 12/6/2024
Real Estate	REIT Sector WACC, using 3 month average 10-year Treasury for risk free rate, (source: Damodaran Online 2024 version of https://pages.stern.nyu.edu/~adamodar/New_Home_Page/datafile/wacc.html)
Cash	3 month Treasury rate, averaged over 3 months (source: US Treasury)
Municipal	Maturity weighted average of 3 month average MBIS Investment Grade yield curve; linearly interpolated
Industrial	Three month average of HQM par yields (source: FRED); linearly interpolated
Treasury	Three month average of Treasury yields; linearly interpolated (source: US Treasury)
Common Stock	0.0832 equity risk premium (source: Damodaran Online) plus 3 month average T-Bill Rate
Investment Expenses	Investment Expenses divided by Mean Invested Assets (Page 12)
Other LTI	Average of yields on bond portfolio, preferred stock, common stock, mortgages, and real estate.

Portfolio Yield and Tax Rate
Embedded Yield

		Income	Tax Rate
Bonds			
	Taxable	41,812,677	21.00%
	Non-Taxable	5,245,347	5.25%
Stocks			
	Taxable	9,342,333	13.13%
	Non-Taxable	3,585,207	5.25%
Mortgage Loans		1,874,497	21.00%
Real Estate		1,839,199	21.00%
Contract Loans		3,099	21.00%
Cash & Short Term Inv		8,600,662	21.00%
All Other		8,557,569	21.00%
Total		80,860,590	18.37%
Inv. Expenses		6,966,300	21.00%
Net Inv. Income		73,894,290	18.12%
Mean Invested Assets		2,305,242,991	
Inv. Inc. Yield Rate		3.21%	18.12%
Capital Gains (10 yr. avg.) (% of Inv. Assets)		0.80%	0.00%
Invest. Yield Rate (pre=tax)		4.01%	14.49%
Invest. Yield Rate (post-tax)		3.43%	

Source: A.M. Best's Aggregates and Averages, 2024 Edition, Page 12 - Exhibit of Net Investment Income (Column 2 - Earned During Year). For capital gains, see Exhibit RB-13, Page 13.

Realized Capital Gains or Losses
As a Percentage of Mean Invested Assets
(Amounts in Thousands of Dollars)

Calendar Year	Mean Invested Assets	Realized Capital Gains Amount	Percent
2014	1,543,882,375	12,093,078	0.78%
2015	1,567,611,077	9,887,732	0.63%
2016	1,596,937,470	8,086,268	0.51%
2017	1,676,831,258	15,725,303	0.94%
2018	1,733,729,297	10,825,733	0.62%
2019	1,822,857,949	11,238,484	0.62%
2020	1,975,605,647	10,933,304	0.55%
2021	2,156,355,790	18,153,320	0.84%
2022	2,251,339,204	2,090,986	0.09%
2023	2,305,242,991	50,414,662	2.19%
Total	18,630,393,055	149,448,870	0.80%

"Mean Invested Assets" is the average of current and prior year values for Total Invested Assets (Page 2). Source for data is 2014-2024 editions of A.M. Best's Aggregates and Averages. Figures are net of capital gains taxes.

North Carolina

Private Passenger Automobile Physical Damage

Premium-to-Surplus Ratios

Year	Net
2014	0.770
2015	0.810
2016	0.796
2017	0.740
2018	0.783
2019	0.692
2020	0.663
2021	0.631
2022	0.771
2023	0.833
Average	0.749

Data from NAIC Statutory Filings and from A.M. Best's Aggregates and Averages, various years, for Top 30 groups writing Private Passenger Automobile Physical Damage in North Carolina
Weighted average of group level surplus-to-premium ratios is based on group level North Carolina Private Passenger Automobile Physical Damage premiums, which is then inverted for the premium-to-surplus ratio.

North Carolina
Private Passenger Automobile Physical Damage
Calculation of Ratio of GAAP Net Worth to Statutory Surplus

	2018	2019	2020	2021	2022
Policyholder Surplus	742,079,084,495	847,278,658,173	910,066,482,410	1,028,834,642,825	958,964,082,808
+ Deferred Acquisition Costs	43,991,738,565	46,002,606,289	48,118,482,109	51,883,319,641	54,714,320,843
+ Non-Admitted DTA Provision	6,314,927,861	6,045,409,090	6,001,020,602	5,674,496,962	6,641,006,360
+ Non-admitted Assets (non-tax part)	46,502,063,197	50,520,441,190	51,971,123,366	62,815,925,708	54,765,183,036
+ Provision for Reinsurance	2,737,598,756	2,944,031,835	3,290,710,172	3,665,749,561	2,962,166,230
+ Provision for FASB 115(after-tax)	912,505,274	32,483,869,271	57,249,505,836	30,528,918,187	(69,664,596,475)
- Surplus Notes	(11,660,367,237)	(11,606,263,627)	(13,225,869,920)	(13,699,558,971)	(15,548,449,729)
GAAP-adjusted Net Worth	830,877,550,911	973,668,752,221	1,063,471,454,574	1,169,703,493,912	992,833,713,073
Ratio of Net Worth to Surplus	1.12	1.15	1.17	1.14	1.04
Five Year Average	1.122				

Source: ISO

Sample of Findings on the Private Company Discount

Study	Years	Discount	Type
Emory (1994)	1992-1993	45%	IPO
Willamette Management Associates (various)	1975-1997	29% to 60%	IPO
Garland and Reilly (2004)	1998-2002	35%	IPO
Larcker et al. (2018)	2017	39% to 47%	IPO
Koeplin et al. (2000)	1984-1998	20% to 30%	Acquisitions
Block (2007)	1999-2006	20% to 25%	Acquisitions
Officer (2007)	1979-2003	15% to 30%	Acquisitions
Paglia and Harjoto (2010)	1993-2008	65% to 70%	Acquisitions
Jaffe et al. (2018)	1985-2014	0%	Acquisitions
Lohrey (2020)	2005-2015	48% to 62%	Acquisitions
Goetz (2021)	1997-2014	13%	Acquisitions
Silber (1991)	1981-1988	34%	Restricted Stock
Johnson (1999)	1991-1995	20%	Restricted Stock
Bajaj et al. (2001)	1990-1995	7%	Private placements
Comment (2012)	2004-2010	5% to 6%	Private placements
Finnerty (2013)	1991-1997	21%	Private placements
Finnerty (2013)	1997-2007	15%	Private placements
Chen et al. (2015)	1999-2012	10%	Private placements
Umar et al. (2023)	2002-2016	8%	Private placements

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* The Willamette research studies were unpublished but reported in Business Valuation Discounts and Premiums, Chapter 5, by Shannon Pratt (New York: John Wiley & Sons, Inc., p. 85).