

# **BOOK OF DOCUMENTS**

MANITOBA PUBLIC INSURANCE  
2024/2025 GENERAL RATE APPLICATION

PUBLIC UTILITIES BOARD COUNSEL

Kathleen McCandless / Todd Andres

## **PITBLADO LLP**

2500 - 360 Main Street  
Winnipeg, Manitoba  
R3C 4H6

October 2023

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**TAB 1**

# Legal Application

## Application

1 Manitoba Public Insurance (MPI) hereby applies to The Manitoba Public Utilities Board  
2 (PUB) for approval of the premiums charged with respect to universal compulsory  
3 driver and vehicle insurance (Basic), pursuant to Section 25(1) of The Crown  
4 Corporations Governance and Accountability Act, C.C.S.M. c. C336.

5 Pursuant to Manitoba Order in Council No. 94/2023<sup>1</sup>, MPI requests no changes to rates  
6 for service for the 12-month period April 1, 2024, through March 31, 2025; including  
7 no changes to:

- 8 a) Miscellaneous Permits and Certificates;
- 9 b) Vehicle and Driver premiums; and
- 10 c) Basic Service and Transaction Fees.

11 In compliance with Directive 12.10, from PUB Order 4/23, MPI filed a revised Vehicle  
12 For Hire policy framework, seeking approval of time-band rates for the 12-month  
13 period April 1, 2024, through March 31, 2025. MPI seeks approval of the TNC blanket  
14 policy, anticipating rates for this policy to be effective on January 1, 2025, conditional  
15 upon the completion of Release 3 of NOVA.

16 In this General Rate Application (GRA), MPI proposes a revised Capital Management  
17 Plan (CMP), detailed in the *Part X Rate Stabilization Chapter*. The CMP aligns with  
18 section 18 of *The Manitoba Public Insurance Corporation Act*, C.C.S.M. P215, complies  
19 with PUB Directive 12.12, Order 4/23 and establishes:

- 20 a) the means and pathway to achieve the 100% Minimum Capital Test  
21 (MCT) capital level for the Basic Rate Stabilization Reserve (RSR); and

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<sup>1</sup> [https://www.gov.mb.ca/asset\\_library/en/proactive/20222023/directive-mpi-corporation-respecting-organizational-review.pdf](https://www.gov.mb.ca/asset_library/en/proactive/20222023/directive-mpi-corporation-respecting-organizational-review.pdf)

1           b) specific criteria and processes under which MPI will apply to the PUB for  
2           a capital rebate.

3       However, MPI does not apply for either a capital build or rebate provision because, on  
4       March 31, 2023, the balance of the RSR was at 110.8% MCT and because the  
5       forecasted MCT as of March 31, 2024 is 95.6% under IFRS 4 and 91.4% under IFRS  
6       17.

7       In compliance with Directive 12.15, from PUB Order 4/23, MPI applies for changes to  
8       vehicle premium discounts available through the Driver Safety Rating (DSR) system,  
9       with driver premium adjusted to off-balance these changes. The Part VII Risk  
10      Classification Chapter details the requested changes, which includes:

- 11           • making use of DSR level +18 in 2024/25 rating year; and
- 12           • moving all DSR discounts one fourth of the way to their actuarially indicated
- 13           target, rounded down to the nearest whole number.

14      In response to Directive 12.6, from PUB Order 4/23, MPI proposes modifications to the  
15      fleet program to improve cost causation by allocating net rebates proportionally based  
16      on fleet vehicles in each major class. The Part VII Risk Classification Appendix 7  
17      includes an analysis of the fleet program pricing, further detail of its short-term  
18      proposal and an outline of a comprehensive plan to completely redesign the fleet  
19      program.

## Discussion

20      MPI calculated the actuarially indicated rates in accordance with Accepted Actuarial  
21      Practice (AAP) in Canada for rates effective April 1, 2024. Part XIV Application Rate  
22      Tables Chapter presents tables detailing the service rates and fees for 2024/25 rating  
23      year, for new and renewal business.

24      Part VII Rate Indication Appendix 1 contains experience-based rate adjustments,  
25      6/15/2023based on the adjustment rules outlined in Part VII Ratemaking Indication  
26      RI.2.1.

1 *Part VII Risk Classification Appendix 1* contains combined classification offsets made  
2 for all vehicles (except off-road vehicles) to ensure revenue neutrality in the  
3 implementation of rate group, rate line and classification changes for 2024/25.

4 *Part VII Risk Classification Chapter, RC-5 Vehicle Premium Discount Figure* illustrates  
5 the current and actuarially indicated rates at each DSR level, up to DSR level +20. For  
6 the 2024 GRA, MPI proposes to expand the DSR scale, from a current maximum DSR  
7 of +17 to a maximum DSR level of +18. MPI further proposes to continue its plan of  
8 extending the DSR scale to +20 by 2026/27.

# TAB 2

Figure RMO- 1  
Projected 2024/25 Average Premium

Line No.	Major Class	Required Average Premium	Projected Average Premium w/ no Rate Change	Required Rate Change	Selected Rate Change	Selected Average Premium	Impact From DSR Changes	Offset to Vehicle Premium for DSR Impact	Average Premium after DSR Offset but before Application of DSR	Average Premium after DSR Offset and after Application of DSR
		[a]	[b]	[c]	[d]	[e]	[f]	[g]	[h]	[i]
2	Private Passenger	\$1,194	\$1,219	-2.0%	-0.4%	\$1,214	-5.4%	5.3%	\$1,283	\$1,214
3	Commercial	\$1,054	\$950	10.9%	11.4%	\$1,058	-0.2%	11.7%	\$1,061	\$1,058
4	Public	\$2,581	\$2,280	13.2%	10.4%	\$2,517	-0.9%	11.4%	\$2,540	\$2,517
5	Motorcycles	\$797	\$882	-9.7%	-6.2%	\$828	-7.3%	1.2%	\$892	\$828
6	Trailers	\$73	\$67	9.8%	11.3%	\$74	0.0%	11.3%	\$74	\$74
7	Off Road Vehicles	\$5	\$6	-4.6%	-2.8%	\$6	0.0%	-2.8%	\$6	\$6
8	Overall	\$898	\$912	-1.5%	0.0%	\$912	-5.0%	5.2%	\$960	\$912

- 9 Notes:  
 10 [c] = [a]/[b] - 1  
 11 [e] = [b] \* (1 + [d])  
 12 [g] = (1 + [f]) / (1 + [f]) - 1  
 13 [h] = [b] \* (1 + [g])  
 14 [i] = [h] \* (1 + [f])



**Figure RM- 9**  
**Rating Year 2024/25 Total Pure Premium by Major Class**

Line No.	Coverage	Private Pass	Comm	Public	Motor-Cycle	Trailer	ORV
1	<b>Pure Premium from Appendix 4, Table 7*</b>						
2	Acc. Benefits – Other (Ind)	44.24	40.36	105.07	110.23	0.00	
3	Acc. Benefits – Other (Non-Ind)	18.82	22.64	40.87	112.84	0.00	
4	Bodily Injury	6.15	3.98	12.59	0.01	0.00	4.52
5	Collision	558.34	317.96	1,146.21	60.01	8.66	
6	Comprehensive	98.92	87.57	147.03	0.00	34.36	
7	Property Damage	48.71	91.45	92.68	2.79	0.08	0.59
8	Income Replacement Indemnity	65.83	74.65	164.97	273.54	0.00	
9	<b>Total</b>	<b>841.01</b>	<b>638.61</b>	<b>1,709.43</b>	<b>559.43</b>	<b>43.10</b>	<b>5.11</b>
10	<b>Balanced Pure Premium</b>						
11	Acc. Benefits – Other (Ind)	70.57	64.39	167.62	175.85	0.00	
12	Acc. Benefits – Other (Non-Ind)	20.79	25.01	45.15	124.64	0.00	
13	Bodily Injury	5.16	3.34	10.57	0.01	0.00	3.79
14	Collision	581.47	331.13	1,193.68	62.50	9.02	
15	Comprehensive	114.82	101.65	170.66	0.00	39.88	
16	Property Damage	51.63	96.93	98.22	2.95	0.08	0.62
17	Income Replacement Indemnity	55.99	63.50	140.33	232.69	0.00	
18	<b>Total</b>	<b>900.42</b>	<b>685.93</b>	<b>1,826.24</b>	<b>598.64</b>	<b>48.98</b>	<b>4.41</b>
19	<b>"Pool" Claims Costs</b>						
20	Acc. Benefits – Other (Ind)	19.50	19.50	19.50	19.50	0.00	0.00
21	Acc. Benefits – Other (Non-Ind)	8.46	8.46	8.46	8.46	0.00	0.00
22	Income Replacement Indemnity	16.37	16.37	16.37	16.37	0.00	0.00
23	<b>Total Pure Premium</b>	<b>944.75</b>	<b>730.26</b>	<b>1,870.57</b>	<b>642.97</b>	<b>48.98</b>	<b>4.41</b>
24	*Accident Benefits - Other and Income Replacement Indemnity adjusted for wildlife/livestock costs reduction						
25	per Board Order 122/10.						
26	*Collision adjusted for cost allocation per Board Order 156/06.						

**Figure RM- 10**  
**Rating Year 2024/25 Major Classification Applied for Rate Change**

Line No.	Coverage	Overall	Private Pass	Comm	Public	Motor-Cycle	Trailer	ORV
1	24/25 Units	1,280,333	863,331	49,070	13,089	19,322	244,888	90,633
2	Claims	703.55	944.75	730.26	1,870.57	642.97	48.98	4.41
3	Claims Expense	121.04	162.54	125.64	321.83	110.62	8.43	0.76
4	Road Safety	9.45	12.81	12.81	12.81	12.81	0.00	0.00
5	Operating Expense	54.09	73.30	73.30	73.30	73.30	0.00	0.00
6	Regulatory/Appeal	3.35	4.54	4.54	4.54	4.54	0.00	0.00
7	Commission: Vehicle	37.39	49.70	43.85	107.41	33.17	3.05	0.23
8	Prem Tax: Vehicle	27.63	36.72	32.40	79.37	24.51	2.26	0.17
9	Comm & Prem Tax: Driver	2.85	3.87	3.87	3.87	3.87	0.00	0.00
10	Commission Flat Fee	5.70	7.73	7.73	7.73	7.73	0.00	0.00
11	Reins: Casualty	2.01	2.72	2.72	2.72	2.72	0.00	0.00
12	Reins: Catastrophe	11.38	12.45	12.45	12.45	0.00	12.45	0.00
13	Fleet Rebates	15.25	11.48	129.75	248.29	0.00	0.00	0.00
14	Anti-Theft Discount	0.57	0.84	0.00	0.00	0.00	0.00	0.00
15	Driver Prem	51.89	70.32	70.32	70.32	70.32	0.00	0.00
16	Service Fees	21.41	29.02	29.02	29.02	29.02	0.00	0.00
17	Req Rate	920.95	1,224.11	1,079.95	2,645.52	816.89	75.17	5.57
18	Adj. Req Rate	898.49	1,194.25	1,053.61	2,581.00	796.96	73.33	5.43
19	23/24 Average Rate	870.37	1,150.24	908.29	2,252.53	882.92	62.24	5.69
20	Major Class Drift	4.8%	6.0%	4.6%	1.2%	-0.1%	7.3%	0.0%
21	24/25 Average Rate	912.02	1,218.86	949.64	2,279.87	882.12	66.81	5.69
22	Without Rate Change							
23	Full Cred Req Change	-1.5%	-2.0%	10.9%	13.2%	-9.7%	9.8%	-4.6%
24	Applied for Change	0.0%	-0.5%	12.6%	14.9%	-8.3%	11.4%	-3.2%
25	Credibility		99.3%	89.1%	68.6%	76.3%	97.6%	93.8%
26	Cred Wtd Change		-0.5%	11.2%	10.2%	-6.3%	11.1%	-3.0%
27	Cred Wtd Req Rate	910.69	1,212.28	1,056.43	2,513.01	826.30	74.26	5.52
28	Cred Wtd Req Rate (Bal)	912.02	1,214.06	1,057.98	2,516.69	827.51	74.37	5.53
29	Cred Wtd Change (Bal)	0.0%	-0.4%	11.4%	10.4%	-6.2%	11.3%	-2.8%

**Figure RM- 11**  
**Required Rate Changes by Major Class Adjusted for DSR Discount Changes**

Line No.	Major Class	2024/25 Units	2024/25 Prem Applied for Avg Premium	Total Premium (000s)	Major Class % of Total Discount	DSR Per Units Discount Change (000s)	Per Units Discount Change	2024/25 Avg Prem Before Rate Change	2024/25 Prem After DSR Discount	DSR Discount Change	Applied for Rate Change	Vehicle Prem Offset
1		[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
2	Private Passenger	863,331	\$1,214	\$1,048,137	97.3%	(\$56,246)	-\$65	\$1,219	\$1,149	-5.37%	-0.39%	5.25%
3	Commercial	49,070	\$1,058	\$51,915	0.2%	(\$125)	-\$3	\$950	\$1,055	-0.24%	11.41%	11.68%
4	Public	13,089	\$2,517	\$32,941	0.5%	(\$297)	-\$23	\$2,280	\$2,494	-0.90%	10.39%	11.39%
5	Motorcycles	19,322	\$828	\$15,989	2.0%	(\$1,161)	-\$60	\$882	\$767	-7.26%	-6.19%	1.15%
6	Trailers	244,888	\$74	\$18,211	0.0%	\$0	\$0	\$67	\$74	0.00%	11.31%	11.31%
7	Off-Road Vehicles	90,633	\$6	\$501	0.0%	\$0	\$0	\$6	\$6	0.00%	-2.83%	-2.83%
8	Overall	1,280,333	\$912	\$1,167,694	100.0%	(\$57,828)	-\$45	\$912	\$867	-4.95%	0.00%	5.21%
9	Notes:											
10	[1] & [2] & [7] Figure RI-10											
11	[3]: [1] * [2]											
12	[4]: % of Discounts by Major Class											
13	[5]: [4] * [5] total; [5] total = [3] total * -4.95% (estimated revenue reduction from change in DSR scale)											
14	[6]: [5] / [1]											
15	[8]: [2] + [6]											
16	[9]: [6] / [2]											
17	[10]: [2] / [7] - 1											
18	[11]: (1 + [10]) / (1 + [9]) - 1											

PF-1

Statement of Operations: 0% Basic Rate Change  
IFRS 17 Forecast with IFRS 4 Presentation

Multi-year - Statement of Operations

Line No.	2024 GRA - Rate Update - 2024/25 Basic rate change of 0% (C\$ '000s, rounding may affect totals)	For the Years Ended March 31,							
		IFRS 4	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	
		2023A	IFRS 17 Adj.	2023A	2024BF	2025F	2026F	2027F	2028F
1									
2	<b>BASIC</b>	<b>2022/23A</b>		<b>2022/23A</b>	<b>2023/24BF</b>	<b>2024/25F</b>	<b>2025/26F</b>	<b>2026/27F</b>	<b>2027/28F</b>
3	Motor Vehicles	1,121,811	-	1,121,811	1,112,046	1,148,089	1,184,975	1,220,445	1,258,751
4	Capital Release Provision	(57,026)	-	(57,026)	-	-	-	-	-
5	Drivers	59,085	-	59,085	62,520	64,822	66,634	67,982	70,043
6	Reinsurance Ceded	(16,392)	-	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)
7	<b>Total Net Premiums Written</b>	<b>1,107,478</b>	<b>-</b>	<b>1,107,478</b>	<b>1,158,180</b>	<b>1,196,033</b>	<b>1,234,225</b>	<b>1,270,521</b>	<b>1,310,351</b>
8	<b>Net Premiums Earned</b>								
9	Motor Vehicles	1,103,695	-	1,103,695	1,119,108	1,130,299	1,166,769	1,202,938	1,239,844
10	Capital Release Provision	(65,568)	-	(65,568)	(28,558)	-	-	-	-
11	Drivers	59,896	-	59,896	61,180	63,693	65,745	67,321	69,032
12	Reinsurance Ceded	(16,392)	-	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)
13	<b>Total Net Premiums Earned</b>	<b>1,081,631</b>	<b>-</b>	<b>1,081,631</b>	<b>1,135,344</b>	<b>1,177,114</b>	<b>1,215,130</b>	<b>1,252,353</b>	<b>1,290,433</b>
14	Service Fees & Other Revenues	27,277	(436)	26,841	26,904	27,117	27,703	28,333	28,999
15	<b>Total Earned Revenues</b>	<b>1,108,908</b>	<b>(436)</b>	<b>1,108,472</b>	<b>1,162,248</b>	<b>1,204,231</b>	<b>1,242,833</b>	<b>1,280,686</b>	<b>1,319,432</b>
16	Claims Incurred	903,129	604	903,733	915,089	969,941	1,004,648	1,039,727	1,076,734
17	DPAC \ Premium Deficiency Adjustment	-	-	-	-	-	-	-	-
18	(a) Claims Incurred - Interest Rate Impact	(101,437)	(31,794)	(133,231)	(57,950)	13,849	6,221	(479)	(4,306)
19	<b>Total Claims Incurred</b>	<b>801,692</b>	<b>(31,190)</b>	<b>770,502</b>	<b>857,139</b>	<b>983,790</b>	<b>1,010,869</b>	<b>1,039,248</b>	<b>1,072,428</b>
20	Claims Expense	146,265	(1,408)	144,857	150,855	145,989	140,867	134,089	133,037
21	Road Safety/Loss Prevention	10,530	-	10,530	14,461	12,134	12,060	12,137	12,285
22	<b>Total Claims Costs</b>	<b>958,487</b>	<b>(32,598)</b>	<b>925,889</b>	<b>1,022,455</b>	<b>1,141,913</b>	<b>1,163,796</b>	<b>1,185,474</b>	<b>1,217,750</b>
23	<b>Expenses</b>								
24	Operating	86,526	(1,408)	85,118	94,979	93,960	90,487	87,121	86,206
25	Commissions	47,548	297	47,845	50,817	56,280	56,078	56,311	56,596
26	Premium Taxes	32,941	775	33,716	35,239	36,389	37,550	38,655	39,866
27	Regulatory/Appeal	4,769	-	4,769	4,637	4,239	4,328	4,346	4,366
28	<b>Total Expenses</b>	<b>171,784</b>	<b>(336)</b>	<b>171,448</b>	<b>185,672</b>	<b>190,868</b>	<b>188,443</b>	<b>186,433</b>	<b>187,034</b>
29	<b>Underwriting income (Loss)</b>	<b>(21,363)</b>	<b>32,498</b>	<b>11,135</b>	<b>(45,879)</b>	<b>(128,550)</b>	<b>(109,406)</b>	<b>(91,221)</b>	<b>(85,352)</b>
30	<b>Investment Income</b>	<b>98,194</b>	<b>-</b>	<b>98,194</b>	<b>113,955</b>	<b>134,718</b>	<b>142,183</b>	<b>150,661</b>	<b>161,939</b>
31	(b) Investment Income - Interest Rate Impact	(115,602)	-	(115,602)	(103,531)	-	-	-	-
32	<b>Net Investment Income</b>	<b>(17,408)</b>	<b>-</b>	<b>(17,408)</b>	<b>10,424</b>	<b>134,718</b>	<b>142,183</b>	<b>150,661</b>	<b>161,939</b>
33	Gain (Loss) on Sale of Property	112	-	112	-	-	-	-	-
34	<b>Net Income (Loss) from Annual Operations</b>	<b>(38,659)</b>	<b>32,498</b>	<b>(6,161)</b>	<b>(35,455)</b>	<b>6,168</b>	<b>32,777</b>	<b>59,440</b>	<b>76,587</b>
36	Adjust for Initiative Expenses (BO 12.1 d)	-	-	-	(27,608)	(24,017)	(24,202)	(6,935)	(1)
37	<b>Net Income (Loss) for for Rate Setting Purposes</b>	<b>(38,659)</b>	<b>31,794</b>	<b>(6,161)</b>	<b>(7,847)</b>	<b>30,185</b>	<b>56,979</b>	<b>66,375</b>	<b>76,588</b>
38	Total net Impact due to interest rate change (b) - (a)	(14,165)	31,794	17,629	(45,581)	(13,849)	(6,221)	479	4,306

PF-2

Statement of Financial Position: 0% Basic Rate Change  
IFRS 17 Forecast with IFRS 17 Presentation

Multi-year - Statement of Financial Position

Line No.	2024 GRA - Rate Update - 2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	For the Years Ended March 31,					
		2023A	2024A	2025A	2026A	2027A	2028A
1							
2	<b>BASIC</b>	<b>2022/23A</b>	<b>2023/24BF</b>	<b>2024/25F</b>	<b>2025/26F</b>	<b>2026/27F</b>	<b>2027/28F</b>
3	<b>Assets</b>						
4	Cash and cash equivalents	101,407	59,555	51,672	40,767	32,709	24,736
5	Investments	2,768,029	2,811,725	2,887,695	3,009,360	3,194,059	3,402,239
6	Investment property	5,759	5,604	5,449	5,295	5,140	4,985
7	Accounts receivable	117,843	-	-	-	-	-
8	Prepaid Expenses	2,732	-	-	-	-	-
9	Reinsurance asset	3,838	-	-	-	-	-
10	Property and Equipment	117,471	133,543	144,396	167,842	168,994	170,146
11	Deferred development costs	45,518	33,972	36,441	34,092	27,910	22,032
12	<b>Total Assets</b>	<b>3,162,596</b>	<b>3,044,399</b>	<b>3,125,653</b>	<b>3,257,356</b>	<b>3,428,812</b>	<b>3,624,138</b>
13							
14	<b>Liabilities</b>						
15	Due to other insurance companies						
15	Accounts payable and accrued liabilities	45,687	69,113	66,856	64,607	61,987	61,517
16	Reinsurance Liability	-	320	320	320	320	320
17	Lease obligation	5,014	5,276	5,153	5,031	4,908	4,785
18	Insurance contract liability	2,288,292	2,157,682	2,223,136	2,284,686	2,343,078	2,401,973
19	Provision for employee current benefits	18,889	20,670	21,347	22,024	22,701	23,378
20	Provision for employee future benefits	313,985	327,878	339,210	350,543	361,876	373,208
21	<b>Total Liabilities</b>	<b>2,671,867</b>	<b>2,580,939</b>	<b>2,656,022</b>	<b>2,727,211</b>	<b>2,794,870</b>	<b>2,865,181</b>
22							
23	<b>Equity</b>						
24	Retained Earnings	435,784	441,208	447,377	507,892	611,691	736,704
24	Accumulated Other Comprehensive Income	54,946	22,251	22,251	22,251	22,251	22,251
25	<b>Total Equity</b>	<b>490,729</b>	<b>463,459</b>	<b>469,628</b>	<b>530,143</b>	<b>633,942</b>	<b>758,955</b>
27	<b>Total Liabilities &amp; Equity</b>	<b>3,162,596</b>	<b>3,044,397</b>	<b>3,125,650</b>	<b>3,257,354</b>	<b>3,428,812</b>	<b>3,624,137</b>

## PF-3

## Statement of Changes in Equity: 0% Basic Rate Change

## Multi-year - Statement of Changes in Equity

Line No.	2024 GRA - Rate Update - 2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	For the Years Ended March 31,					
		2023A	2024A	2025A	2026A	2027A	2028A
		2022/23A	2023/24BF	2024/25F	2025/26F	2026/27F	2027/28F
	<b>BASIC</b>						
1	<b>Total Equity</b>						
2	<b>Retained Earnings</b>						
3	Beginning Balance	359,335	435,784	441,208	442,062	499,908	599,626
4	Restatement of AOCI on AFS Assets (IFRS 9)		46,845	-	-	-	-
5	Restatement of MUSH Assets to FVTPL (IFRS 9)		(5,966)	-	-	-	-
6	Restatement of Claims Discounting / Inflation (IFRS 7)	(30,155)					
7	Restatement of Claims PfAD / Risk Adjustment (IFRS 17)	116,438					
8	Restatement of DPAC (IFRS 17)	(37,673)					
9	Net Income (Loss) from annual operations	(6,161)	(35,455)	6,168	32,777	59,440	76,587
10	Rebate to Policyholders	-	-	-	-	-	-
11	Transfer (to) / from Non-Basic Retained Earnings	34,000	-	-	27,738	44,358	48,425
12	<b>Total Retained Earnings</b>	<b>435,784</b>	<b>441,208</b>	<b>447,375</b>	<b>507,890</b>	<b>611,688</b>	<b>736,700</b>
13	<b>Total Accumulated Other Comprehensive Income</b>						
14	Beginning Balance	51,428	54,946	22,251	22,251	22,251	22,251
15	Other Comprehensive Income on Available for Sale Assets	(31,291)	1,846	-	-	-	-
16	Restatement of AOCI on AFS Assets (IFRS 9)		(46,845)	-	-	-	-
17	Change in Remeasurement of Employee Future Benefits	34,809	12,304	-	-	-	-
18	<b>Total Accumulated Other Comprehensive Income</b>	<b>54,946</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>
19	<b>Total Accumulated Other Comprehensive Income Balance</b>						
20	<b>Employee Future Benefits Portfolio</b>						
21	Available for Sale Assets	30,889	-	-	-	-	-
22	Employee Future Benefits Liabilities	8,099	22,251	22,251	22,251	22,251	22,251
23	<b>Rate Stabilization Reserve Portfolio</b>						
24	Available for Sale Assets	15,957	-	-	-	-	-
25	<b>Total Accumulated Other Comprehensive Income Balance</b>	<b>54,946</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>	<b>22,251</b>
26	<b>Total Equity Balance</b>	<b>490,729</b>	<b>463,459</b>	<b>469,626</b>	<b>530,141</b>	<b>633,939</b>	<b>758,951</b>
27	<b>MINIMUM CAPITAL TEST (C\$ 000s)</b>						
28	Total Equity Balance	490,729	463,459	469,626	530,141	633,939	758,951
29	Less: Assets Requiring 100% Capital	28,366	33,972	36,441	34,092	27,910	22,032
30	Capital Available	519,095	429,487	433,185	496,049	606,029	736,919
31	Minimum Capital Required (100% MCT)	341,329	407,357	437,947	456,310	478,240	509,526
32	<b>MCT Ratio % (Line 30) / (Line 31)</b>	<b>135.5%*</b>	<b>105.4%</b>	<b>98.9%</b>	<b>108.7%</b>	<b>126.7%</b>	<b>144.6%</b>
	*Estimated						

PF-1(a)  
 Statement of Operations: 0% Basic Rate Change  
 IFRS 17 Forecast with IFRS 17 Presentation

Multi-year - Statement of Operations

Line No.	2024 GRA - Rate Update - 2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17
		For the Years Ended March 31,					
		2023BF	2024F	2025F	2026F	2027F	2028F
2	<b>BASIC</b>						
3	Insurance revenue	1,113,717	1,167,950	1,210,341	1,249,216	1,287,341	1,326,360
4	Insurance service expenses	1,058,088	1,069,166	1,128,068	1,156,843	1,184,640	1,218,895
5	Recovered claims from reinsurance contracts	2,963	(46)	(21)	(8)	(8)	(9)
6	Expenses from reinsurance contracts held	16,392	16,386	16,878	17,384	17,906	18,443
7	<b>Insurance service result</b>	<b>42,200</b>	<b>82,398</b>	<b>65,395</b>	<b>74,989</b>	<b>84,795</b>	<b>89,022</b>
8	<b>Net investment income</b>	<b>(17,408)</b>	<b>10,424</b>	<b>134,718</b>	<b>142,183</b>	<b>150,661</b>	<b>161,939</b>
9	Finance expenses from insurance contracts issued	(51,466)	36,788	107,683	101,603	97,267	96,560
10	Finance income from reinsurance contracts held	(90)	44	150	122	107	97
11	<b>Net insurance finance expenses</b>	<b>(51,376)</b>	<b>36,745</b>	<b>107,532</b>	<b>101,481</b>	<b>97,160</b>	<b>96,463</b>
12	<b>Net insurance and investment result</b>	<b>76,167</b>	<b>56,031</b>	<b>92,560</b>	<b>115,683</b>	<b>138,287</b>	<b>154,489</b>
13	Other Income	11,148	10,684	10,768	11,001	11,251	11,516
14	Other Operating expenses	93,588	102,170	97,159	93,907	90,098	89,416
15	Gain (loss) on disposal of property and equipment	112	-	-	-	-	-
16	<b>Net income from Operations</b>	<b>(6,161)</b>	<b>(35,455)</b>	<b>6,169</b>	<b>32,777</b>	<b>59,441</b>	<b>76,589</b>
18	Adjust for Initiative Expenses (BO 12.1 d)	-	(27,608)	(24,017)	(24,202)	(6,935)	(1)
19	<b>Net Income (Loss) for for Rate Setting Purposes</b>	<b>(6,161)</b>	<b>(7,847)</b>	<b>30,186</b>	<b>56,979</b>	<b>66,376</b>	<b>76,590</b>

PF-4

Statement of Operations - 2022/23 Comparative

Line No.		IFRS 17 2024 GRA 2022-23BF	IFRS 17 2024 GRA Rate Update 2022-23A	Inc (dec) \$	Ref.	Increase / (Decrease) %
1	(C\$ 000s, except where noted)	\$	\$	\$		%
2	Motor Vehicles	1,121,811	1,121,811	-		-
3	Capital Release Provision	(57,026)	(57,026)	-		-
4	Drivers	59,085	59,085	-		-
5	Reinsurance Ceded	(16,392)	(16,392)	-		-
6	<b>Total Net Premiums Written</b>	<b>1,107,478</b>	<b>1,107,478</b>	<b>-</b>		<b>-</b>
7	<b>Net Premiums Earned</b>					
8	Motor Vehicles	1,103,695	1,103,695	-		-
9	Capital Release Provision	(65,568)	(65,568)	-		-
10	Drivers	59,896	59,896	-		-
11	Reinsurance Ceded	(16,392)	(16,392)	-		-
12	<b>Total Net Premiums Earned</b>	<b>1,081,631</b>	<b>1,081,631</b>	<b>-</b>		<b>-</b>
13	Service Fees & Other Revenues	26,689	26,841	152		0.6
14	<b>Total Earned Revenues</b>	<b>1,108,320</b>	<b>1,108,472</b>	<b>152</b>		<b>0.0</b>
15	<b>Net Claims Incurred</b>	960,224	903,733	(56,491)		(5.9)
16	DPAC \ Premium Deficiency Adjustment	-	-	-		-
17	(a) Claims Incurred - Interest rate impact	(122,455)	(133,231)	(10,776)		8.8
18	<b>Total Claims Incurred</b>	<b>837,769</b>	<b>770,502</b>	<b>(67,267)</b>	(1)	<b>(8.0)</b>
19	Claims Expense	146,265	144,857	(1,408)	(2)	(1.0)
20	Road Safety/Loss Prevention	10,530	10,530	-	(2)	-
21	<b>Total Claims Costs</b>	<b>994,564</b>	<b>925,889</b>	<b>(68,675)</b>		<b>(6.9)</b>
22	<b>Expenses</b>					
23	Operating	86,526	85,118	(1,408)	(2)	(1.6)
24	Commissions	48,483	47,845	(638)		(1.3)
25	Premium Taxes	33,716	33,716	-		-
26	Regulatory/Appeal	4,769	4,769	-	(2)	-
27	<b>Total Expenses</b>	<b>173,494</b>	<b>171,784</b>	<b>(1,710)</b>		<b>(1.0)</b>
28	<b>Underwriting Income (Loss)</b>	<b>(59,738)</b>	<b>11,135</b>	<b>70,873</b>		<b>(118.6)</b>
29	<b>Investment Income</b>	98,194	98,194	-		-
30	(b) Investment Income - Interest rate impact	(115,602)	(115,602)	-		-
31	<b>Total Investment Income</b>	<b>(17,408)</b>	<b>(17,408)</b>	<b>-</b>		<b>-</b>
32	<b>Gain (Loss) on Sale of Property</b>	112	112	-		-
33	<b>Net Income (Loss)</b>	<b>(77,034)</b>	<b>(6,161)</b>	<b>70,873</b>		<b>(92.0)</b>
34	<b>Allocated Corporate Expenses</b>					
35	Claims Expense	146,265	144,857	(1,408)		(1.0)
36	Road Safety/Loss Prevention	10,530	10,530	-		-
37	Operating	86,526	85,118	(1,408)		(1.6)
38	Regulatory/Appeal	4,769	4,769	-		-
39	<b>Total Allocated Corporate Expenses</b>	<b>248,090</b>	<b>245,274</b>	<b>(2,816)</b>		<b>(1.1)</b>



PF-4 - Explanation

Explanation of Significant Variances - 2022/23 Comparative

Line No.	Ref.	Category	(C\$ 000s)	Explanation
1	(2)	Net Claims Incurred	837,769	<b>2024 GRA</b>
2			11,163	Incorporated Change in Yield Curve on Risk Adjustment
3			(2,124)	Ceded Claims Added to Forecasting Model
4			(3,330)	Change to Non-Proportional ULAE
5			(6,762)	Other (Allowance For Subro and Claim Buybacks)
6			(10,776)	Favourable Interest Rate Impact
7			(55,437)	IFRS 17 Model Change Affecting PIPP Enhancements
8			770,502	<b>2024 GRA - Rate Update</b>
9				Note - IFRS 17 figures are subject to change. Many of these changes are a result of ongoing review.
10	(4)	Allocated Corporate Expenses	248,090	<b>2024 GRA</b>
11			(2,816)	IFRS 17 expense allocation review impacts
12			245,274	<b>2024 GRA - Rate Update</b>

PF-5

Statement of Operations - 2023/24 Comparative

Line No.		IFRS 17 2023 GRA 2023-24F	IFRS 17 2024 GRA 2023-24F	Inc (dec) \$	Ref.	Increase / (Decrease) %
1	(C\$ 000s, except where noted)	\$	\$	\$		%
2	Motor Vehicles	1,112,046	1,112,046	-		-
3	Capital Release Provision	-	-	-		-
4	Drivers	62,520	62,520	-		-
5	Reinsurance Ceded	(16,386)	(16,386)	-		-
6	<b>Total Net Premiums Written</b>	<b>1,158,180</b>	<b>1,158,180</b>	<b>-</b>		<b>-</b>
7	<b>Net Premiums Earned</b>					
8	Motor Vehicles	1,119,108	1,119,108	-		-
9	Capital Release Provision	(28,558)	(28,558)	-		-
10	Drivers	61,180	61,180	-		-
11	Reinsurance Ceded	(16,386)	(16,386)	-		-
12	<b>Total Net Premiums Earned</b>	<b>1,135,344</b>	<b>1,135,344</b>	<b>-</b>		<b>-</b>
13	Service Fees & Other Revenues	26,904	26,904	-		-
14	<b>Total Earned Revenues</b>	<b>1,162,248</b>	<b>1,162,248</b>	<b>-</b>		<b>-</b>
15	<b>Net Claims Incurred</b>	922,894	915,089	(7,805)		(0.8)
16	DPAC \ Premium Deficiency Adjustment	-	-	-		-
17	(a) Claims Incurred - Interest rate impact	7,177	(57,950)	(65,127)		(907.4)
18	<b>Total Claims Incurred</b>	<b>930,071</b>	<b>857,139</b>	<b>(72,932)</b>	(1)	<b>(7.8)</b>
19	Claims Expense	155,922	150,855	(5,067)	(3)	(3.2)
20	Road Safety/Loss Prevention	14,461	14,461	-	(3)	-
21	<b>Total Claims Costs</b>	<b>1,100,454</b>	<b>1,022,455</b>	<b>(77,999)</b>		<b>(7.1)</b>
22	<b>Expenses</b>					
23	Operating	98,357	94,979	(3,378)	(3)	(3.4)
24	Commissions	50,817	50,817	-		-
25	Premium Taxes	35,239	35,239	-		-
26	Regulatory/Appeal	4,637	4,637	-	(3)	-
27	<b>Total Expenses</b>	<b>189,050</b>	<b>185,672</b>	<b>(3,378)</b>		<b>(1.8)</b>
28	<b>Underwriting Income (Loss)</b>	<b>(127,256)</b>	<b>(45,879)</b>	<b>81,377</b>		<b>(63.9)</b>
29	<b>Investment Income</b>	125,102	113,955	(11,147)		(8.9)
30	(b) Investment Income - Interest rate impact	496	(103,531)	(104,027)		(20,973.2)
31	<b>Total Investment Income</b>	<b>125,598</b>	<b>10,424</b>	<b>(115,174)</b>	(2)	<b>(91.7)</b>
32	Gain (Loss) on Sale of Property	-	-	-		-
33	<b>Net Income (Loss)</b>	<b>(1,658)</b>	<b>(35,455)</b>	<b>(33,797)</b>		<b>2,038.4</b>
34	<b>Allocated Corporate Expenses</b>					
35	Claims Expense	155,922	150,855	(5,067)		(3.2)
36	Road Safety/Loss Prevention	14,461	14,461	-		-
37	Operating	98,357	94,979	(3,378)		(3.4)
38	Regulatory/Appeal	4,637	4,637	-		-
39	<b>Total Allocated Corporate Expenses</b>	<b>273,377</b>	<b>264,932</b>	<b>(8,445)</b>		<b>(3.1)</b>
40	<b>*Total net impact due to interest rates</b>	<b>(6,681)</b>	<b>(45,581)</b>	<b>(38,900)</b>		<b>582.2</b>

PF-5 Explanation

Explanation of Significant Variances - 2023/24 Comparative

Line No.	Ref.	Category	(C\$ 000s)	Explanation
1	(1)	Net Claims Incurred	930,071	2024 GRA
2			4,945	Incorporated Change in Yield Curve on Risk Adjustment
3			(111)	Ceded Claims Added to Forecast
4			(12,639)	Other Yield Curve Impacts*
5			(65,127)	Favourable Interest Rate Impact
6			<u>857,139</u>	2024 GRA - Rate Update
7				*Other Yield Curve Impacts include differences in present value of cashflows and unwinding
8	(2)	Investment Income	125,598	2024 GRA
9			4,240	Higher than Expected Amortization
10			3,526	Higher than Expected Interest Income
11			255	Lower than Expected Investment Fees
12			-	Lower than Expected Pension Expense
13			(779)	Lower than Expected Dividend Income
14			(1,031)	Lower than Expected Gains on Equity
15			(1,139)	lower than Expected Real Estate and Infrastructure Income
16			(9,287)	Lower than Expected Private Debt Gains
17			<u>(110,960)</u>	Higher than Expected Loss on Marketable Bonds
18			10,424	2024 GRA - Rate Update
19	(3)	Allocated Corporate Expenses	273,377	2024 GRA
			(3,500)	Lower than expected Data Processing expenses
20			(1,500)	Lower than expected Special Services (Organization Review)
21			(800)	Lower than expected Amortization of Deferred Development
			<u>(2,645)</u>	IFRS 17 expense allocation review impacts
22			264,932	2024 GRA - Rate Update
23				*Estimated as details not readily available

PF-6

Statement of Operations - 2024/25 Comparative

Line No.		IFRS 17 2023 GRA 2024-25F	IFRS 17 2024 GRA 2024-25F	Inc (dec)	Ref.	Increase / (Decrease) %
	(C\$ 000s, except where noted)	\$	\$	\$		
2	Motor Vehicles	1,148,089	1,148,089	-		-
3	Capital Release Provision	-	-	-		-
4	Drivers	64,822	64,822	-		-
5	Reinsurance Ceded	(16,878)	(16,878)	-		-
6	<b>Total Net Premiums Written</b>	<b>1,196,033</b>	<b>1,196,033</b>	-		-
7	<b>Net Premiums Earned</b>					
8	Motor Vehicles	1,130,299	1,130,299	-		-
9	Capital Release Provision	-	-	-		-
10	Drivers	63,693	63,693	-		-
11	Reinsurance Ceded	(16,878)	(16,878)	-		-
12	<b>Total Net Premiums Earned</b>	<b>1,177,114</b>	<b>1,177,114</b>	-		-
13	Service Fees & Other Revenues	27,120	27,117	(3)		(0.0)
14	<b>Total Earned Revenues</b>	<b>1,204,234</b>	<b>1,204,231</b>	<b>(3)</b>		<b>(0.0)</b>
15	<b>Net Claims Incurred</b>	969,379	969,941	562		0.1
16	DPAC \ Premium Deficiency Adjustment	-	-	-		-
17	(a) Claims Incurred - Interest rate impact	(4,531)	13,849	18,380		(405.6)
18	<b>Total Claims Incurred</b>	<b>964,848</b>	<b>983,790</b>	<b>18,942</b>	(1)	<b>2.0</b>
19	Claims Expense	146,435	145,989	(446)	(3)	(0.3)
20	Road Safety/Loss Prevention	12,127	12,134	7	(3)	0.1
21	<b>Total Claims Costs</b>	<b>1,123,410</b>	<b>1,141,913</b>	<b>18,503</b>		<b>1.6</b>
22	<b>Expenses</b>					
23	Operating	93,404	93,960	556	(3)	0.6
24	Commissions	56,280	56,280	-		-
25	Premium Taxes	36,389	36,389	-		-
26	Regulatory/Appeal	4,239	4,239	-	(3)	-
27	<b>Total Expenses</b>	<b>190,312</b>	<b>190,868</b>	<b>556</b>		<b>0.3</b>
28	<b>Underwriting Income (Loss)</b>	<b>(109,488)</b>	<b>(128,550)</b>	<b>(19,062)</b>		<b>17.4</b>
29	<b>Investment Income</b>	127,158	134,718	7,560		5.9
30	(b) Investment Income - Interest rate impact	-	-	-		-
31	<b>Total Investment Income</b>	<b>127,158</b>	<b>134,718</b>	<b>7,560</b>	(2)	<b>5.9</b>
32	<b>Gain (Loss) on Sale of Property</b>	-	-	-		-
33	<b>Net Income (Loss)</b>	<b>17,670</b>	<b>6,168</b>	<b>(11,502)</b>		<b>(65.1)</b>
34	<b>Allocated Corporate Expenses</b>					
35	Claims Expense	146,435	145,989	(446)		(0.3)
36	Road Safety/Loss Prevention	12,127	12,134	7		0.1
37	Operating	93,404	93,960	556		0.6
38	Regulatory/Appeal	4,239	4,239	-		-
39	<b>Total Allocated Corporate Expenses</b>	<b>256,205</b>	<b>256,322</b>	<b>117</b>		<b>0.0</b>
40	<b>*Total net impact due to interest rates</b>	<b>4,531</b>	<b>(13,849)</b>	<b>(18,380)</b>		<b>(405.6)</b>

PF-6 Explanation

Explanation of Significant Variances - 2024/25 Comparative

Line No.	Ref.	Category	(C\$ 000s)	Explanation
1	(1)	Net Claims Incurred	964,848	2024 GRA
2			18,380	Unfavourable Interest Rate Impact
3			1,837	Other Yield Curve Impacts*
4			(104)	Ceded Claims Added to Forecast
5			(1,171)	Incorporated Change in Yield Curve on Risk Adjustment
6			<u>983,790</u>	2024 GRA - Rate Update *Other Yield Curve Impacts include differences in present value of cashflows and unwinding
7	(2)	Investment Income	127,158	2024 GRA
8			5,588	Higher than Expected Amortization
9			4,957	Higher than Expected Interest Income
10			296	Lower than Expected Investment Fees
11			10	Higher than Expected Dividend Income
12			10	Higher than Expected Gains on Equity
13			10	Higher than expected gains on Marketable Bonds
14			0	Lower than Expected Pension Expense
15			(1,496)	Lower than Expected Private Debt Gains
16			(1,919)	Lower than Expected Real Estate and Infrastructure Income
17			<u>134,613</u>	2024 GRA - Rate Update
18	(3)	Allocated Corporate Expenses	256,205	2024 GRA
19			2,856	Higher than expected salaries expense
20			1,425	Higher than expected Other including Auctioneer fees and Corporate capital tax
21			360	Higher than expected Postage
22			200	Higher than expected Special Services expense
23			(180)	Lower than expected Building expenses
24			(1,544)	IFRS 17 expense allocation review impacts
25			(3,000)	Lower than expected Data Processing expense
26			<u>256,322</u>	2024 GRA - Rate Update
27				*Estimated as details not readily available

**EPF-1 Extension Statement of Operations: 0% Basic Rate Change**  
**IFRS 17 Forecast with IFRS 4 Presentation**

**Multi-year - Statement of Operations**

Line No.	2024 GRA - Rate Update - 2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	For the Years Ended March 31,							
		IFRS 4		IFRS 17		IFRS 17		IFRS 17	
		2023A	IFRS 17 Adj.	2023A	2024FB	2025F	2026F	2027F	
		<b>2022/23A</b>		<b>2022/23A</b>	<b>2023/24FB</b>	<b>2024/25F</b>	<b>2025/26F</b>	<b>2026/27F</b>	<b>2027/28F</b>
1	<b>EXTENSION</b>								
2	Motor Vehicles	186,794	-	186,794	192,976	199,588	206,352	213,317	220,505
3	Reinsurance Ceded	(2,008)	-	(2,008)	(2,489)	(2,564)	(2,641)	(2,720)	(3,282)
4	<b>Total Net Premiums Written</b>	<b>184,786</b>	<b>-</b>	<b>184,786</b>	<b>190,487</b>	<b>197,024</b>	<b>203,711</b>	<b>210,597</b>	<b>217,223</b>
5	<b>Net Premiums Earned</b>								
6	Motor Vehicles	183,673	-	183,673	189,940	196,385	203,076	209,943	217,023
7	Reinsurance Ceded	(2,008)	-	(2,008)	(2,489)	(2,564)	(2,641)	(2,720)	(3,282)
8	<b>Total Net Premiums Earned</b>	<b>181,665</b>	<b>-</b>	<b>181,665</b>	<b>187,451</b>	<b>193,821</b>	<b>200,435</b>	<b>207,223</b>	<b>213,741</b>
9	Service Fees & Other Revenues	11,872	(3,735)	8,137	9,209	9,238	9,375	9,549	9,701
10	<b>Total Earned Revenues</b>	<b>193,537</b>	<b>(3,735)</b>	<b>189,802</b>	<b>196,660</b>	<b>203,059</b>	<b>209,810</b>	<b>216,772</b>	<b>223,442</b>
11	<b>Net Claims Incurred</b>	97,179	(188)	96,991	107,317	109,622	111,776	113,932	116,183
12	(a) Claims Incurred - Interest Rate Impact	(392)	114	(278)	(140)	70	45	12	(11)
13	<b>Total Claims Incurred</b>	<b>96,787</b>	<b>(74)</b>	<b>96,713</b>	<b>107,177</b>	<b>109,692</b>	<b>111,821</b>	<b>113,944</b>	<b>116,172</b>
14	Claims Expense	14,042	(271)	13,771	16,906	18,228	17,025	16,580	16,451
15	Road Safety/Loss Prevention	868	-	868	1,669	1,351	1,409	1,427	1,408
16	<b>Total Claims Costs</b>	<b>111,697</b>	<b>(345)</b>	<b>111,352</b>	<b>125,752</b>	<b>129,271</b>	<b>130,255</b>	<b>131,951</b>	<b>134,031</b>
17	<b>Expenses</b>								
18	Operating	10,796	(271)	10,525	12,134	12,933	12,990	12,142	12,062
19	Commissions	32,490	1,238	33,728	34,618	34,540	33,332	33,397	33,863
20	Premium Taxes	5,509	95	5,604	5,790	5,988	6,191	6,400	6,615
21	Regulatory/Appeal	-	-	-	-	-	-	-	-
22	<b>Total Expenses</b>	<b>48,795</b>	<b>1,062</b>	<b>49,857</b>	<b>52,542</b>	<b>53,461</b>	<b>52,513</b>	<b>51,939</b>	<b>52,540</b>
23	<b>Underwriting Income (Loss)</b>	<b>33,045</b>	<b>(4,452)</b>	<b>28,593</b>	<b>18,366</b>	<b>20,327</b>	<b>27,042</b>	<b>32,882</b>	<b>36,871</b>
24	<b>Investment Income</b>	6,413	-	6,413	7,005	10,668	12,201	12,883	13,418
25	(b) Investment Income - Interest Rate Impact	(1,109)	-	(1,109)	(982)	-	-	-	-
26	<b>Net Investment Income</b>	<b>5,304</b>	<b>-</b>	<b>5,304</b>	<b>6,023</b>	<b>10,668</b>	<b>12,201</b>	<b>12,883</b>	<b>13,418</b>
27	Gain (Loss) on Sale of Property	9	-	9	-	-	-	-	-
28	<b>Net Income (Loss) from Annual Operations</b>	<b>38,358</b>	<b>(4,452)</b>	<b>33,906</b>	<b>24,389</b>	<b>30,995</b>	<b>39,243</b>	<b>45,765</b>	<b>50,289</b>
29	<b>Total net impact due to interest rate change (b) - (a)</b>	<b>(717)</b>	<b>(114)</b>	<b>(831)</b>	<b>(842)</b>	<b>(70)</b>	<b>(45)</b>	<b>(12)</b>	<b>11</b>

## EPF-3 Extension Statement of Changes in Equity: 0% Basic Rate Change

## Multi-year - Statement of Changes in Equity

2024 GRA - Rate Update - 2024/25 Basic rate change of 0%		For the Years Ended March 31,					
Line No.	(C\$ 000s, rounding may affect totals)	2023A	2024FB	2025F	2026F	2027F	2028F
		2022/23A	2023/24FB	2024/25F	2025/26F	2026/27F	2027/28F
1	<b>EXTENSION</b>						
2	<b>Total Equity</b>						
3	<b>Retained Earnings</b>						
4	Beginning Balance	78,832	58,754	92,196	124,536	134,686	136,085
5	Restatement of AOCI on AFS Assets (IFRS 9)		9,050				
6	Restatement - Risk Adjustment & Claims Discount Rate (IFRS 17)	78					
7	Restatement of DPAC (IFRS 17)	(20,062)					
8	Net Income (Loss) from annual operations	33,906	24,391	30,996	39,243	45,765	50,288
9	Transfer (to) / from Basic Retained Earnings	(34,000)	-	-	(27,738)	(44,358)	(48,425)
10	<b>Total Retained Earnings</b>	<b>58,754</b>	<b>92,196</b>	<b>123,192</b>	<b>134,696</b>	<b>136,103</b>	<b>137,966</b>
11	<b>Total Accumulated Other Comprehensive Income</b>						
12	Beginning Balance	15,830	11,916	1,866	1,866	1,866	1,866
13	Other Comprehensive Income on Available for Sale Assets	(8,814)	(2,032)	-	-	-	-
14	Restatement of AOCI on AFS Assets (IFRS 9)		(9,050)	-	-	-	-
15	Change in Remeasurement of Employee Future Benefits	4,899	1,032	-	-	-	-
16	<b>Total Accumulated Other Comprehensive Income</b>	<b>11,915</b>	<b>1,866</b>	<b>1,866</b>	<b>1,866</b>	<b>1,866</b>	<b>1,866</b>
17	<b>Total Accumulated Other Comprehensive Income Balance</b>						
18	<b>Employee Future Benefits Portfolio</b>						
19	Available for Sale Assets	4,129	-	-	-	-	-
20	Employee Future Benefits Liabilities	1,329	1,867	1,867	1,867	1,867	1,867
21	<b>Extension Portfolio</b>						
22	Available for Sale Assets	6,457	-	-	-	-	-
23	<b>Total Accumulated Other Comprehensive Income Balance</b>	<b>11,915</b>	<b>1,867</b>	<b>1,867</b>	<b>1,867</b>	<b>1,867</b>	<b>1,867</b>
24	<b>Total Equity Balance</b>	<b>70,670</b>	<b>94,062</b>	<b>125,058</b>	<b>136,562</b>	<b>137,969</b>	<b>139,832</b>
25	<b>MINIMUM CAPITAL TEST (C\$ 000s)</b>						
26	Total Equity Balance	70,671	94,062	125,058	136,562	137,969	139,832
27	Less: Assets Requiring 100% Capital	18,127	29,088	36,010	36,956	33,695	30,478
28	Capital Available	52,544	64,974	89,048	99,606	104,274	109,354
29	Minimum Capital Required (100% MCT)	38,446	45,142	47,197	49,803	52,137	54,677
30	<b>MCT Ratio % (Line 28) / (Line 29)</b>	<b>136.7%*</b>	<b>144%</b>	<b>189%</b>	<b>200%</b>	<b>200%</b>	<b>200%</b>

**PUB (MPI) 2-25 Figure INV - 1**  
**Summary of Basic Line of Business Investment Income**

Line No.	Asset Class	Reference Section #	2017/18 Actual	2018/19 Actual	*2019/20 Actual	2020/21 Actual	2021/22 Actual	2022/23 Actual	2023/24 Budget	2024/25 Forecast	2025/26 Forecast	2026/27 Forecast	2027/28 Forecast	2028/29 Forecast
1	<i>(C\$000s, except where noted)</i>													
2	<b>Interest Income During Period</b>													
3	Cash/Short Term Investments	INV.3	565	2,192	3,641	454	93	5,017	1,994	137	273	407	564	760
4	Provincial Bonds	INV.4	34,147	32,514	80,710	84,694	81,430	85,604	38,490	34,136	35,701	38,276	40,881	43,429
5	Corporate Bonds	INV.4	-	3,702	-	-	-	-	30,211	34,838	37,742	40,574	42,904	44,985
6	MUSH	INV.5	25,349	24,950	-	-	-	-	16,938	14,523	13,808	13,063	12,418	11,928
7	Private Debt	INV.9	-	-	1,254	2,998	4,800	4,393	8,117	9,259	10,217	10,900	12,142	14,055
8	Commercial Mortgages	INV.10	-	-	-	-	-	-	1,660	3,735	4,190	4,560	4,862	5,108
9	<b>Total</b>		<b>60,060</b>	<b>63,358</b>	<b>85,604</b>	<b>88,146</b>	<b>86,323</b>	<b>95,014</b>	<b>97,411</b>	<b>96,627</b>	<b>101,931</b>	<b>107,780</b>	<b>113,771</b>	<b>120,265</b>
10	<b>Dividend and other Income</b>													
11	Canadian Equities	INV.6	7,774	8,781	3,097	3,080	5,268	3,958	3,203	4,179	4,481	5,006	5,800	6,699
12	US/Global Equities	INV.7	2,819	2,966	797	1,019	3,578	1,200	1,573	1,890	2,052	2,288	2,543	3,045
13	Global Low Volatility	INV.7	-	-	2,182	-	-	-	1,509	1,883	2,037	2,265	2,511	3,002
14	Investment Properties (CityPlace)	INV.8	2,972	3,094	1,390	(765)	148	291	359	367	374	382	389	397
15	Infrastructure	INV.9	1,731	11,533	2,620	1,621	1,961	999	1,783	1,727	1,861	1,902	2,059	2,282
16	<b>Total</b>		<b>15,096</b>	<b>26,404</b>	<b>10,066</b>	<b>4,955</b>	<b>10,945</b>	<b>6,448</b>	<b>8,427</b>	<b>10,045</b>	<b>10,805</b>	<b>11,844</b>	<b>13,503</b>	<b>15,425</b>
17	<b>Gains During Period - Profit &amp; Loss</b>													
18	Marketable Bonds Unrealized Gains/(Loss)	INV.4	8,079	8,718	(16,827)	(10,645)	(123,025)	(45,539)	(64,740)	2,500	(668)	(822)	1,722	2,747
19	Marketable Bonds Realized Gains/(Loss)	INV.4	(3,490)	5,459	22,346	11,296	(3,975)	(70,063)	(45,687)	(2,478)	708	878	(1,648)	(2,655)
20	Private Debt Realized Gains/(Loss)		-	-	-	-	-	(2)	-	-	-	-	-	-
21	Private Debt Unrealized Gains/(Loss)		-	-	-	-	-	-	(8,428)	-	-	-	-	-
22	Canadian Equities Realized Gains	INV.6	20,060	48,239	(39,207)	1,028	5,943	22,163	1,246	1,200	1,279	138	160	1,490
23	Canadian Equities Unrealized Gains/(Loss)	INV.6	-	-	-	-	-	-	1,665	2,145	1,704	3,195	3,701	2,969
24	US/Global Equities Realized Gains	INV.7	4,928	56,550	572	1,561	4,807	13,203	1,762	923	1,002	90	105	1,289
25	Global Equities Unrealized Gains/(Loss)	INV.7	-	-	-	-	-	-	1,277	2,384	2,119	3,390	3,916	3,343
26	Global Low Volatility	INV.7	-	-	3,652	6,452	1,571	2,002	1,659	798	853	379	437	1,223
27	Global LV Unrealized Gains/(Loss)	INV.7	-	-	-	-	-	-	860	2,033	1,785	2,555	2,945	2,666
28	Real Estate	INV.8	25,058	17,443	6,516	(878)	15,342	3,257	15,833	19,048	20,479	21,078	22,746	24,920
29	Infrastructure	INV.9	5,376	1,635	7,679	1,945	111	(2,990)	6,975	6,785	7,310	7,479	8,095	8,989
30	Commercial Mortgages Unrealized Gains/(loss)	INV.10	-	-	-	-	-	-	(33)	(59)	(50)	(43)	(37)	(32)
31	Commercial Mortgages Realized Gains/(loss)	INV.10	-	-	-	-	-	-	33	59	50	43	37	32
32	<b>Total</b>		<b>60,011</b>	<b>138,046</b>	<b>(15,269)</b>	<b>10,756</b>	<b>(99,226)</b>	<b>(77,969)</b>	<b>(87,579)</b>	<b>35,338</b>	<b>36,569</b>	<b>38,360</b>	<b>42,179</b>	<b>46,961</b>
33	<b>Other</b>													
34	Investment Fees Paid	INV.11	(3,641)	(3,576)	(4,038)	(4,111)	(4,802)	(4,801)	(5,254)	(6,353)	(6,670)	(7,093)	(7,671)	(8,368)
35	Amortization of Bond Premium/Discount	INV.11	(3,069)	(3,553)	(6,083)	(6,994)	(6,952)	(4,737)	8,686	10,266	10,135	10,482	10,634	8,932
36	Pension Expense	INV.11	(11,619)	(12,170)	(10,686)	(11,249)	(11,439)	(12,581)	(11,412)	(11,688)	(11,688)	(11,688)	(11,688)	(11,688)
37	Venture Capital Income	INV.11	412	-	-	-	-	-	-	-	-	-	-	-
38	Investment Write-Down		(930)	-	-	10,022	(22,023)	(18,782)	-	-	-	-	-	-
39	<b>Total</b>		<b>(18,847)</b>	<b>(19,298)</b>	<b>(20,807)</b>	<b>(14,329)</b>	<b>(45,226)</b>	<b>(40,901)</b>	<b>(7,980)</b>	<b>(7,775)</b>	<b>(8,223)</b>	<b>(8,299)</b>	<b>(8,724)</b>	<b>(11,144)</b>
40	<b>Total Basic LOB Investment Income</b>		<b>116,320</b>	<b>208,510</b>	<b>59,614</b>	<b>89,528</b>	<b>(47,184)</b>	<b>(17,408)</b>	<b>10,279</b>	<b>134,235</b>	<b>141,082</b>	<b>149,685</b>	<b>160,728</b>	<b>171,507</b>

41 \*Includes pro rata security write-downs



**PUB (MPI) 1-5 Figure 1  
New Money Yield**

Line No.	Asset Class	Benchmark	IPS Target Weights	Relative Weights	Short Term Benchmark Yields	Modified Duration
1	Government Bonds	FTSE Russell Short-Term Government Bond Index	37%	52.86%	4.55%	2.55
2	Corporate Bonds	FTSE Russell Short-Term Corporate Bond Index	28%	40.00%	5.68%	2.71
3	Commercial Mortgages	FTSE Russell Short-Term Overall Bond Index	5%	7.14%	6.79%	2.6
4	Total		70%	100%	5.16%	2.62
5	Investment Management Fees				0.12%	
6	New Money Yield				5.04%	
7	Note: short-term bond indices were used in order to align with the premium duration of approximately 3.0 years					

**October 04, 2023**

**MPI Exhibit # 50**

**PUB (MPI) 1-7a Figure 1 (a)  
Basic Claims Portfolio Expected Yield**

Line No.	Asset Type	Portfolio Weight	Yield	Share of total yield
1	Provincial Bonds*	37%	4.31%	1.59%
2	Corporate Bonds*	28%	5.41%	1.51%
3	MUSH Bonds	20%	4.20%	0.84%
4	Mortgages	5%	5.05%	0.25%
5	Real Estate	10%	6.10%	0.61%
6	<b>Total</b>	<b>100%</b>		<b>4.81%</b>
7	*Mix of long and mid term bonds from the FTSE Russell index used as a			
8	proxy for a bond with Duration of 8.6			

October 04, 2023

MPI Exhibit # 50

**PUB (MPI) 1-7b Figure 2 (b)  
Investment Expense Ratio**

Line No.	Basic Claims Portfolio Fees Calculation	Jul-23			
		Fees		MVs	Weights
		\$	%	\$	%
1					
2					
3	<b>Fixed Income</b>				
4	Provincial Bonds	539,342	0.073%	734,398,563	37.0%
5	Corporate Bonds	616,895	0.111%	555,761,075	28.0%
6	Non-Marketable Bonds	307,653	0.078%	396,972,196	20.0%
7	Commercial Mortgages	372,869	0.376%	99,243,049	5.0%
8	Real Return Bonds (Overlay)	400,000	0.055%	-	
9	<b>Alternatives</b>				
10	Canadian Real Estate	1,555,155	0.784%	198,486,098	10.0%
11	<b>Total</b>	<b>3,791,915</b>	<b>0.191%</b>	<b>1,984,860,982</b>	<b>100.0%</b>

**PUB (MPI) 1-7c Figure 3 (c)**

**Rating Year 2024/25 Major Classification Applied for Rate Change**

Line No.	Coverage	Overall	Private Pass.	Comm.	Public	Motor-cycles	Trailers	ORV's
1	24/25 Units	1,280,333	863,331	49,070	13,089	19,322	244,888	90,633
2	Claims	706.64	948.74	734.28	1,878.86	653.42	49.04	4.46
3	Claims Expense	121.58	163.23	126.33	323.25	112.42	8.44	0.77
4	Road Safety	9.47	12.83	12.83	12.83	12.83	0.00	0.00
5	Operating Expense	53.72	72.79	72.79	72.79	72.79	0.00	0.00
6	Regulatory/Appeal	3.35	4.54	4.54	4.54	4.54	0.00	0.00
7	Commission: Vehicle	38.31	50.91	44.95	110.06	34.38	3.12	0.23
8	Prem Tax: Vehicle	27.76	36.89	32.58	79.75	24.91	2.26	0.17
9	Comm & Prem Tax: Driver	2.85	3.86	3.86	3.86	3.86	0.00	0.00
10	Commission Flat Fee	5.69	7.72	7.72	7.72	7.72	0.00	0.00
11	Reins: Casualty	2.01	2.72	2.72	2.72	2.72	0.00	0.00
12	Reins: Catastrophe	11.38	12.45	12.45	12.45	0.00	12.45	0.00
13	Fleet Rebates	15.28	11.50	130.00	248.78	0.00	0.00	0.00
14	Anti-Theft Discount	0.56	0.84	0.00	0.00	0.00	0.00	0.00
15	Driver Prem	51.79	70.18	70.18	70.18	70.18	0.00	0.00
16	Service Fees	21.41	29.02	29.02	29.02	29.02	0.00	0.00
17	Req Rate	925.39	1,229.81	1,085.85	2,658.41	830.38	75.30	5.63
18	Adj. Req Rate	904.65	1,202.25	1,061.52	2,598.84	811.77	73.61	5.51
19	23/24 Average Rate	870.37	1,150.24	908.29	2,252.53	882.92	62.24	5.69
20	Major Class Drift	4.8%	6.0%	4.6%	1.2%	-0.1%	7.3%	0.0%
21	24/25 Average Rate							
22	Without Rate Change	912.02	1,218.86	949.64	2,279.87	882.12	66.81	5.69
23	Full Cred Req Change	-0.8%	-1.4%	11.8%	14.0%	-8.0%	10.2%	-3.3%
24	Applied for Change	0.0%	-0.6%	12.7%	14.9%	-7.2%	11.1%	-2.5%
25	Credibility		99.3%	89.1%	68.6%	76.3%	97.6%	93.8%
26	Cred Wtd Change		-0.6%	11.3%	10.2%	-5.5%	10.8%	-2.3%
27	Cred Wtd Req Rate	910.65	1,212.09	1,057.04	2,513.10	833.49	74.03	5.56
28	Cred Wtd Req Rate (Bal)	912.02	1,213.92	1,058.63	2,516.88	834.74	74.14	5.57
29	Cred Wtd Change (Bal)	0.0%	-0.4%	11.5%	10.4%	-5.4%	11.0%	-2.2%

Update to PUB(MPI) 1-7c Figure 1(c) PUB (MPI) 2-8)  
 PF-1  
 Statement of Operations: -0.81% Basic Rate Change  
 IFRS 17 Forecast with IFRS 4 Presentation

Multi-year - Statement of Operations

Line No.	2024 GRA Base with -0.81% Rate Indication (C\$ 000s, rounding may affect totals)	For the Years Ended March 31,							
		IFRS 4	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	
		2023A	IFRS 17 Adj.	2023BF	2024BF	2025F	2026F	2027F	2028F
1									
2	<b>BASIC</b>								
3	Motor Vehicles	1,121,811	-	1,121,811	1,112,046	1,138,627	1,175,210	1,210,389	1,248,380
	Capital Release Provision	(57,026)	-	(57,026)	-	-	-	-	-
4	Drivers	59,085	-	59,085	62,520	64,822	66,634	67,982	70,043
5	Reinsurance Ceded	(16,392)	-	(16,392)	(16,396)	(16,878)	(17,384)	(17,906)	(18,443)
6	<b>Total Net Premiums Written</b>	<b>1,107,478</b>	<b>-</b>	<b>1,107,478</b>	<b>1,158,180</b>	<b>1,186,571</b>	<b>1,224,460</b>	<b>1,260,465</b>	<b>1,299,980</b>
7	<b>Net Premiums Earned</b>								
8	Motor Vehicles	1,103,695	-	1,103,695	1,119,108	1,125,507	1,157,153	1,193,025	1,229,628
	Capital Release Provision	(65,568)	-	(65,568)	(28,558)	-	-	-	-
9	Drivers	59,896	-	59,896	61,160	63,893	65,745	67,321	69,032
10	Reinsurance Ceded	(16,392)	-	(16,392)	(16,386)	(18,878)	(17,384)	(17,906)	(18,443)
11	<b>Total Net Premiums Earned</b>	<b>1,081,631</b>	<b>-</b>	<b>1,081,631</b>	<b>1,135,344</b>	<b>1,172,322</b>	<b>1,205,514</b>	<b>1,242,440</b>	<b>1,280,217</b>
12	Service Fees & Other Revenues	27,277	(588)	26,689	26,904	27,120	27,704	28,334	28,999
13	<b>Total Earned Revenues</b>	<b>1,108,908</b>	<b>(588)</b>	<b>1,108,320</b>	<b>1,162,248</b>	<b>1,199,442</b>	<b>1,233,218</b>	<b>1,270,774</b>	<b>1,309,216</b>
14	Claims Incurred	903,129	57,095	960,224	922,894	969,379	1,002,628	1,038,266	1,074,941
15	DPAC \ Premium Deficiency Adjustment	-	-	-	-	-	-	-	-
16	(a) Claims Incurred - Interest Rate Impact	(101,437)	(21,018)	(122,455)	7,177	(4,531)	(11,152)	(11,511)	(12,182)
17	<b>Total Claims Incurred</b>	<b>801,692</b>	<b>36,077</b>	<b>837,769</b>	<b>930,071</b>	<b>964,848</b>	<b>991,476</b>	<b>1,026,755</b>	<b>1,062,759</b>
18	Claims Expense	146,265	-	146,265	155,922	146,435	147,569	140,760	140,545
19	Road Safety/Loss Prevention	10,530	-	10,530	14,461	12,127	12,109	12,184	12,333
20	<b>Total Claims Costs</b>	<b>958,487</b>	<b>36,077</b>	<b>994,564</b>	<b>1,100,454</b>	<b>1,123,410</b>	<b>1,151,154</b>	<b>1,179,699</b>	<b>1,215,637</b>
21	<b>Expenses</b>								
22	Operating	86,526	-	86,526	98,357	93,404	94,830	91,441	91,296
23	Commissions	47,548	935	48,483	50,817	55,888	55,882	55,912	56,193
24	Premium Taxes	32,941	775	33,716	35,239	36,105	37,257	36,353	39,554
25	Regulatory/Appeal	4,769	-	4,769	4,637	4,239	4,326	4,346	4,366
26	<b>Total Expenses</b>	<b>171,784</b>	<b>1,710</b>	<b>173,494</b>	<b>189,050</b>	<b>189,636</b>	<b>192,097</b>	<b>190,052</b>	<b>191,409</b>
27	<b>Underwriting Income (Loss)</b>	<b>(21,363)</b>	<b>(38,375)</b>	<b>(69,738)</b>	<b>(127,256)</b>	<b>(113,604)</b>	<b>(110,033)</b>	<b>(98,977)</b>	<b>(97,830)</b>
28	Investment Income	98,194	-	98,194	125,102	127,054	131,477	137,260	145,855
29	(b) Investment Income - Interest Rate Impact	(115,602)	-	(115,602)	496	-	-	-	-
30	<b>Net Investment Income</b>	<b>(17,408)</b>	<b>-</b>	<b>(17,408)</b>	<b>125,598</b>	<b>127,054</b>	<b>131,477</b>	<b>137,260</b>	<b>145,855</b>
31	Gain (Loss) on Sale of Property	112	-	112	-	-	-	-	-
32	<b>Net Income (Loss) from Annual Operations</b>	<b>(38,659)</b>	<b>(38,375)</b>	<b>(77,034)</b>	<b>(1,658)</b>	<b>13,460</b>	<b>21,444</b>	<b>38,283</b>	<b>48,025</b>
35	Total net Impact due to interest rate change (b) - (a)	(14,165)	21,018	6,853	(6,681)	4,531	11,152	11,511	12,182
32	<b>Net Income (Loss) from Annual Operations</b>				<b>(1,658)</b>	<b>13,460</b>	<b>21,444</b>	<b>38,283</b>	<b>48,025</b>
33	Adjust for Initiative Expenses (BO 12.1 d)				(29,195)	(26,142)	(26,609)	(10,735)	(3,634)
34	<b>Net Income (Loss) for for Rate Setting Purposes</b>				<b>27,537</b>	<b>39,602</b>	<b>48,053</b>	<b>49,018</b>	<b>51,659</b>

Update to PUB(MPI) 1-7c Figure 1 (c) (PUB (MPI) 2-8)  
PF-2

Statement of Financial Position: -0.81% Basic Rate Change

**Multi-year - Statement of Financial Position**

Line No.	2024 GRA Base with -0.81% Rate Indication (C\$ 000s, rounding may affect totals)	IFRS 17 2023BF	IFRS 17 2024BF	IFRS 17 2025F	IFRS 17 2026F	IFRS 17 2027F	IFRS 17 2028F
		As at March 31,					
1		<u>2023BF</u>	<u>2024BF</u>	<u>2025F</u>	<u>2026F</u>	<u>2027F</u>	<u>2028F</u>
2	<b>BASIC</b>						
3	<b>Assets</b>						
4	Cash and cash equivalents	102,396	2,090	4,906	7,743	10,917	14,596
5	Investments	2,786,044	2,918,650	2,969,875	3,059,549	3,204,454	3,369,908
6	Investment property	5,759	5,604	5,449	5,295	5,140	4,985
7	Accounts receivable	-	-	-	-	-	-
8	Reinsurance asset	4,322	-	-	-	-	-
9	Property and Equipment	124,238	133,543	144,396	167,842	168,994	170,146
10	Deferred development costs	28,271	33,972	36,422	34,057	27,862	21,971
11	<b>Total Assets</b>	<u>3,051,030</u>	<u>3,093,859</u>	<u>3,161,048</u>	<u>3,274,486</u>	<u>3,417,367</u>	<u>3,581,606</u>
12	<b>Liabilities</b>						
13	Due to other insurance companies						
14	Accounts payable and accrued liabilities	58,748	69,113	66,045	64,557	61,937	61,529
15	Reinsurance Liability	-	320	320	320	320	320
16	Lease obligation	5,308	5,276	5,153	5,031	4,908	4,785
17	Insurance contract liability	2,203,302	2,230,879	2,275,793	2,317,778	2,363,525	2,412,603
18	Provision for employee current benefits	19,784	20,670	21,347	22,024	22,701	23,378
19	Provision for employee future benefits	328,847	340,182	351,515	362,847	374,180	385,513
20	<b>Total Liabilities</b>	<u>2,615,989</u>	<u>2,666,440</u>	<u>2,720,173</u>	<u>2,772,557</u>	<u>2,827,571</u>	<u>2,888,128</u>
21	<b>Equity</b>						
22	Retained Earnings	378,246	417,467	430,927	491,976	579,846	683,528
23	Accumulated Other Comprehensive Income	56,793	9,947	9,947	9,947	9,947	9,947
24	<b>Total Equity</b>	<u>435,039</u>	<u>427,414</u>	<u>440,874</u>	<u>501,923</u>	<u>589,793</u>	<u>693,475</u>
25	<b>Total Liabilities &amp; Equity</b>	<u>3,051,029</u>	<u>3,093,855</u>	<u>3,161,047</u>	<u>3,274,481</u>	<u>3,417,364</u>	<u>3,581,604</u>

Update to PUB(MPI) 1-7c Figure 1(c) (PUB (MPI) 2-8)  
 PF-3  
 Statement of Changes in Equity: -0.81% Basic Rate Change

Multi-year - Statement of Changes in Equity

Line No.	2024 GRA Base with -0.81% Rate Indication (C\$ 000s, except where noted)	For the Years Ended March 31,							
		IFRS 4	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	
		2023A	IFRS 17 Adj.	2023BF	2024F	2025F	2026F	2027F	2028F
<b>BASIC</b>									
1	<b>Total Equity</b>								
2	<b>Retained Earnings</b>								
3	Beginning Balance	359,335		378,246	378,246	417,467	430,927	491,976	579,846
4	Restatement of AOCI on AFS Assets (IFRS 9)				46,845	0	-	-	0
5	Restatement of MUSH Assets to FVTPL (IFRS 9)				(5,966)	-	-	-	-
6	Restatement of Claims Discount Rate (IFRS 17)	-	86,273	-	-	-	-	-	-
7	Restatement of Risk Adjustment (IFRS 17)	-	13,345	-	-	-	-	-	-
8	Restatement of DPAC (IFRS 17)	-	(37,673)	-	-	-	-	-	-
9	Net income (Loss) from annual operations	(38,659)	(38,375)	(1,658)	13,460	21,444	38,283	48,025	48,025
10	Rebate to Policyholders	-	-	-	-	-	-	-	-
11	Transfer (to) / from Non-Basic Retained Earnings	34,000	-	-	-	39,605	49,587	55,657	55,657
12	<b>Total Retained Earnings</b>	<b>354,676</b>	<b>23,570</b>	<b>378,246</b>	<b>417,467</b>	<b>430,927</b>	<b>491,976</b>	<b>579,846</b>	<b>683,528</b>
13	<b>Total Accumulated Other Comprehensive Income</b>								
14	Beginning Balance	51,428		51,428	56,793	9,947	9,947	9,947	9,947
15	Other Comprehensive Income on Available for Sale Assets	(31,291)		(31,291)	(1)	0	-	-	-
16	Restatement of AOCI on AFS Assets (IFRS 9)				(46,845)	(0)	-	-	(0)
17	Change in Remeasurement of Employee Future Benefits	36,656		36,656	-	-	-	-	-
18	<b>Total Accumulated Other Comprehensive Income</b>	<b>56,793</b>	<b>-</b>	<b>56,793</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>
19	<b>Total Accumulated Other Comprehensive Income Balance</b>								
20	<b>Employee Future Benefits Portfolio</b>								
21	Available for Sale Assets	30,889		30,889	0	0	0	0	0
22	Employee Future Benefits Liabilities	9,946		9,946	9,946	9,946	9,946	9,946	9,946
23	<b>Rate Stabilization Reserve Portfolio</b>								
24	Available for Sale Assets	15,957		15,957	0	0	0	0	0
25	<b>Total Accumulated Other Comprehensive Income Balance</b>	<b>56,793</b>	<b>-</b>	<b>56,793</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>
26	<b>Total Equity Balance</b>	<b>411,469</b>	<b>23,570</b>	<b>435,039</b>	<b>427,414</b>	<b>440,874</b>	<b>501,923</b>	<b>589,793</b>	<b>693,475</b>
27	<b>MINIMUM CAPITAL TEST (C\$ 000s)</b>								
28	Total Equity Balance	411,467	23,570	435,037	427,414	440,874	501,923	589,793	693,475
29	Less: Assets Requiring 100% Capital	28,366		28,366	33,972	36,422	34,057	27,862	21,971
30	Capital Available	383,101	23,570	406,671	393,442	404,452	467,866	561,931	671,504
31	Minimum Capital Required (100% MCT)	345,847	5,526	351,373	430,411	448,101	466,727	489,556	515,675
32	<b>MCT Ratio % (Line 30) / (Line 31)</b>	<b>110.8%</b>	<b>5.0%</b>	<b>115.8%</b>	<b>91.4%</b>	<b>90.3%</b>	<b>100.2%</b>	<b>114.8%</b>	<b>130.2%</b>

Figure INV -3  
Interest Rate Forecast

Line No.	Calendar Year/ Quarter	Fiscal Year/ Quarter	Aug-23				Mar-23				91-Day T.Bill Rate Difference	GoC 10 Yr Rate Difference	Mrk. Bond Yield Difference	MUSH Yield Difference
			91-Day T.Bill Rate 2024 GRA	GoC 10 Yr Rate 2024 GRA	Mrk. Bond Yield 2024 GRA	MUSH Yield 2024 GRA	91-Day T.Bill Rate 2023 GRA	GoC 10 Yr Rate 2023 GRA	Mrk. Bond Yield 2023 GRA**	MUSH Yield 2023 GRA				
1	23:01	2023/24 Q1	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
2	23:02	2023/24 Q2	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
3	23:03	2023/24 Q3	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
4	23:04	2023/24 Q4	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
5	24:01	2024/25 Q1	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
6	24:02	2024/25 Q2	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
7	24:03	2024/25 Q3	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
8	24:04	2024/25 Q4	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.08%
9	25:01	2025/26 Q1	5.07%	3.56%	5.04%	4.20%	4.34%	2.90%	4.22%	4.29%	0.73%	0.66%	0.82%	-0.09%
10	25:02	2025/26 Q2	5.07%	3.56%	5.04%	4.21%	4.34%	2.90%	4.22%	4.30%	0.73%	0.66%	0.82%	-0.09%
11	25:03	2025/26 Q3	5.07%	3.56%	5.04%	4.21%	4.34%	2.90%	4.22%	4.31%	0.73%	0.66%	0.82%	-0.09%
12	25:04	2025/26 Q4	5.07%	3.56%	5.04%	4.22%	4.34%	2.90%	4.22%	4.32%	0.73%	0.66%	0.82%	-0.10%
13	26:01	2026/27 Q1	5.07%	3.56%	5.04%	4.23%	4.34%	2.90%	4.22%	4.30%	0.73%	0.66%	0.82%	-0.07%
14	26:02	2026/27 Q2	5.07%	3.56%	5.04%	4.22%	4.34%	2.90%	4.22%	4.28%	0.73%	0.66%	0.82%	-0.06%
15	26:03	2026/27 Q3	5.07%	3.56%	5.04%	4.22%	4.34%	2.90%	4.22%	4.27%	0.73%	0.66%	0.82%	-0.05%
16	26:04	2026/27 Q4	5.07%	3.56%	5.04%	4.21%	4.34%	2.90%	4.22%	4.25%	0.73%	0.66%	0.82%	-0.04%

17 Claims Discount Rate was removed from the table, as under IFRS 17 MPI will be using the Discount Curve provided by Addenda.



Figure INV-5  
10 Year Government Bond Yields

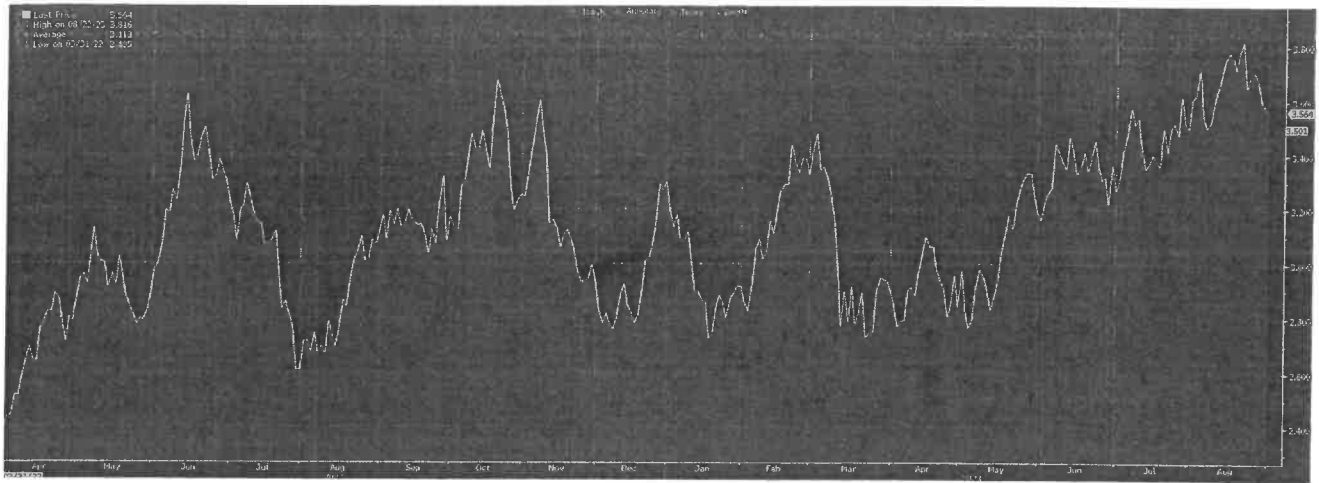
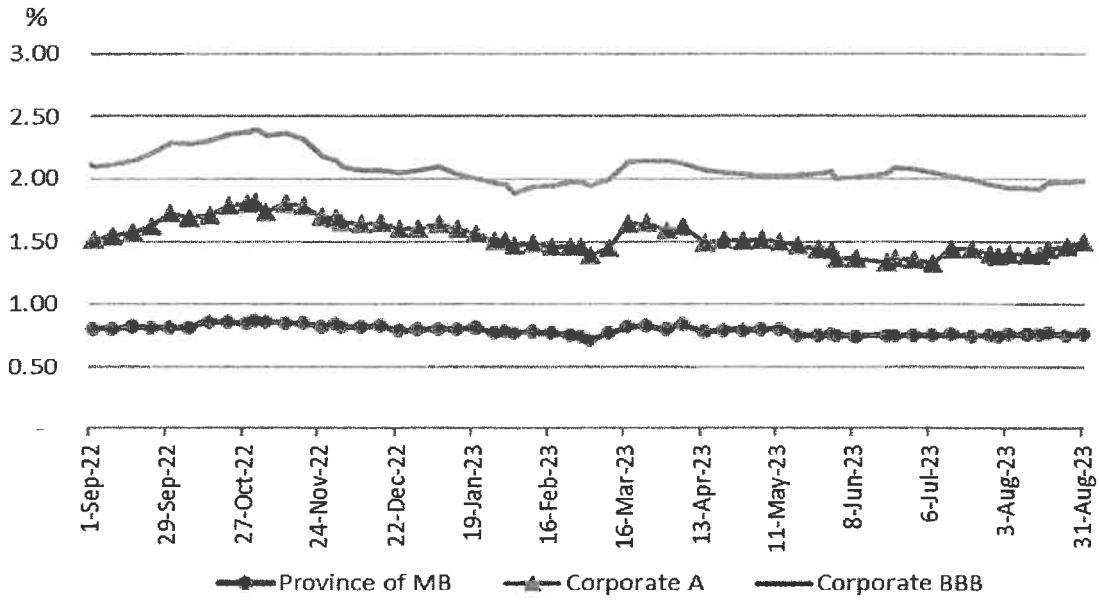


Figure INV- 7  
Spread Over GoC 10 Year Bond Yield



October 04, 2023

MPI Exhibit # 50

**Figure INV- 10**  
**Bond Yield Changes**

Line No.	Bond Type	Yield at 3/31/2023	Yield at 8/30/2023	Change
1	<b>Corporate BBB</b>	5.27%	5.79%	0.52%
2	<b>Corporate A</b>	4.83%	5.39%	0.56%
3	<b>Provincial</b>	3.84%	4.43%	0.59%
4	<b>GCAN 10 year</b>	2.90%	3.56%	0.67%
5	Source: FTSE Russell – Debt Market Indices Report & Bloomberg			

**Figure INV -13**  
**Total Marketable Bond Summary Table**

Line No.	Description	2023/24	2024/25	2025/26	2026/27	2027/28
1	<i>(C\$000s, except where noted)</i>					
2	<b>Interest</b>	68,701	68,973	73,443	78,850	83,785
3	<b>Unrealized Gains/(Losses)</b>	(64,740)	2,500	(668)	(822)	1,722
4	<b>Realized Gains/(Losses)</b>	(45,687)	(2,478)	706	878	(1,648)
5	<b>Total Investment Income</b>	<b>(41,726)</b>	<b>68,994</b>	<b>73,482</b>	<b>78,906</b>	<b>83,859</b>
6	<b>Market Value</b>	1,469,761	1,481,259	1,568,698	1,677,587	1,770,501
7	<b>% of Portfolio</b>	52.3%	51.4%	52.2%	52.6%	52.1%
8	<b>GoC 10 Year Rate end of year forecast</b>	3.56%	3.56%	3.56%	3.56%	3.56%
9	<b>Marketable Bond Yield</b>	5.04%	5.04%	5.04%	5.04%	5.04%
10	<b>(GoC 10 Yr Bond Rate + Spread)</b>					

**Figure INV -14  
Provincial Bond Summary Table**

Line No.	Description	2023/24	2024/25	2025/26	2026/27	2027/28
1	<i>(C\$000s, except where noted)</i>					
2	<b>Interest</b>	38,490	34,136	35,701	38,276	40,881
3	<b>Unrealized Gains/(Losses)</b>	(40,563)	1,187	(242)	(412)	774
4	<b>Realized Gains/(Losses)</b>	(33,438)	(1,187)	242	412	(774)
5	<b>Total Investment Income</b>	<b>(35,512)</b>	<b>34,136</b>	<b>35,701</b>	<b>38,276</b>	<b>40,881</b>
6	<b>Market Value</b>	835,846	847,273	898,448	965,459	1,027,610
7	<b>% of Portfolio</b>	29.7%	29.4%	29.9%	30.3%	30.2%
8	<b>GoC 10 Year Rate end of year forecast</b>	3.56%	3.56%	3.56%	3.56%	3.56%
9	<b>Government/Provincial Bond Yield</b>	4.28%	4.21%	4.18%	4.16%	4.15%
10	<b>(GoC 10 Yr Bond Rate + Spread)</b>					

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**Figure INV -18  
Provincial Bond Yield Spread**

Line No.	<u>Duration</u>	<u>Provincial Bond Spread</u>
1	<b>7.0 years</b>	54 bps
2	<b>8.0 years</b>	61 bps
3	<b>9.0 years</b>	68 bps
4	<b>10.0 years</b>	75 bps
5	<b>11.0 years</b>	86 bps
6	<b>12.0 years</b>	97 bps
7	<b>13.0 years</b>	108 bps

**Figure INV -22**  
**Canadian Equity Summary Table**

Line No.	Description	2023/24	2024/25	2025/26	2026/27	2027/28
1	<i>(C\$000s, except where noted)</i>					
2	<b>Dividend Income</b>	3,203	4,179	4,481	5,006	5,800
3	<b>Realized Gains/(Losses) (P&amp;L)</b>	1,246	1,200	1,279	138	160
4	<b>Total Investment Income</b>	<b>4,449</b>	<b>5,379</b>	<b>5,760</b>	<b>5,144</b>	<b>5,960</b>
5	<b>Forecasted Dividend Yield</b>	3.46%	3.67%	3.97%	3.97%	3.97%
6	<b>Ending Market Value</b>	105,263	116,612	124,878	138,149	157,419
7	<b>% of Portfolio</b>	3.7%	4.0%	4.2%	4.3%	4.6%

**TAB 3**



Figure RMO- 2 Projected 2024/25 Average Premium

Line No.	Major Class	Required Average Premium [a]	Projected Average Premium w/ no Rate Change [b]	Required Rate Change [c]	Selected Rate Change [d]	Selected Average Premium [e]	Impact From DSR Changes [f]	Offset to Vehicle Premium for DSR Impact [g]	Average Premium after DSR Offset but before Application of DSR [h]	Average Premium after DSR Offset and after Application of DSR [i]
1										
2	Private Passenger	\$1,210	\$1,219	-0.7%	-0.4%	\$1,214	-5.4%	5.2%	\$1,283	\$1,214
3	Commercial	\$1,070	\$950	12.6%	11.6%	\$1,059	-0.2%	11.8%	\$1,062	\$1,059
4	Public	\$2,616	\$2,280	14.7%	10.4%	\$2,517	-0.9%	11.4%	\$2,540	\$2,517
5	Motorcycles	\$828	\$882	-6.1%	-4.4%	\$843	-7.1%	2.9%	\$908	\$843
6	Trailers	\$74	\$67	10.5%	10.5%	\$74	0.0%	10.5%	\$74	\$74
7	Off Road Vehicles	\$6	\$6	-2.0%	-1.6%	\$6	0.0%	-1.6%	\$6	\$6
8	Overall	\$911	\$912	-0.1%	0.0%	\$912	-5.0%	5.2%	\$960	\$912

Notes:

- 9 [c] = [a]/[b] - 1
- 10 [e] = [b] \* (1 + [d])
- 11 [g] = (1 + [d]) / (1 + [f]) - 1
- 12 [h] = [b] \* (1 + [g])
- 13 [i] = [h] \* (1 + [f])

*Carla Dow*

June 27, 2023

Winnipeg, Manitoba

Date

Location

1 Signature of Actuary

**Figure RI- 10 Rating Year 2024/25 Major Classification Required Rate Changes – Breakeven Rates**

Line No.	Coverage	Overall	Private Pass	Comm	Public	Motor-Cycle	Trailer	ORV
1	24/25 Units	1,280,333	863,331	49,070	13,089	19,322	244,888	90,633
2	Claims	710.18	953.28	738.91	1,888.37	665.64	49.09	4.51
3	Claims Expense	122.19	164.01	127.13	324.90	114.52	8.45	0.78
4	Road Safety	9.47	12.83	12.83	12.83	12.83	0.00	0.00
5	Operating Expense	53.65	72.70	72.70	72.70	72.70	0.00	0.00
6	Regulatory/Appeal	3.35	4.53	4.53	4.53	4.53	0.00	0.00
7	Commission: Vehicle	38.50	51.15	45.21	110.58	35.02	3.12	0.24
8	Prem Tax: Vehicle	27.90	37.07	32.76	80.13	25.37	2.26	0.17
9	Comm & Prem Tax: Driver	2.84	3.85	3.85	3.85	3.85	0.00	0.00
10	Commission Flat Fee	5.68	7.70	7.70	7.70	7.70	0.00	0.00
11	Reins: Casualty	2.01	2.72	2.72	2.72	2.72	0.00	0.00
12	Reins: Catastrophe	11.38	12.45	12.45	12.45	0.00	12.45	0.00
13	Fleet Rebates	15.31	11.52	130.25	249.26	0.00	0.00	0.00
14	Anti-Theft Discount	0.56	0.83	0.00	0.00	0.00	0.00	0.00
15	Driver Prem	51.69	70.05	70.05	70.05	70.05	0.00	0.00
16	Service Fees	21.41	29.02	29.02	29.02	29.02	0.00	0.00
17	Req Rate	929.90	1,235.59	1,091.97	2,670.94	845.83	75.36	5.69
18	Adj. Req Rate	910.81	1,210.23	1,069.56	2,616.12	828.47	73.81	5.58
19	23/24 Average Rate	870.37	1,150.24	908.29	2,252.53	882.92	62.24	5.69
20	Major Class Drift	4.8%	6.0%	4.6%	1.2%	-0.1%	7.3%	0.0%
21	24/25 Average Rate	912.02	1,218.86	949.64	2,279.87	882.12	66.81	5.69
22	Without Rate Change							
23	Full Cred Req Change	-0.1%	-0.7%	12.6%	14.7%	-6.1%	10.5%	-2.0%
24	Applied for Change	0.0%	-0.6%	12.8%	14.9%	-6.0%	10.6%	-1.9%
25	Credibility		99.3%	89.1%	68.6%	76.3%	97.6%	93.8%
26	Cred Wtd Change		-0.6%	11.4%	10.2%	-4.5%	10.4%	-1.8%
27	Cred Wtd Req Rate	910.61	1,211.89	1,057.76	2,512.82	842.02	73.74	5.59
28	Cred Wtd Req Rate (Bal)	912.02	1,213.76	1,059.40	2,516.71	843.32	73.85	5.60
29	Cred Wtd Change (Bal)	0.0%	-0.4%	11.6%	10.4%	-4.4%	10.5%	-1.6%

1 For major classes where rates are affected by DSR discounts (Private Passenger,  
 2 Commercial, Public and Motorcycles), the required rate changes were adjusted for  
 3 premium decreases resulting from vehicles in these major classes having larger  
 4 discounts. The adjusted required rate changes then reflect the average changes to the  
 5 2024/25 rates for the respective major classes. The combination of both the changes  
 6 to the 2024/25 rates and premium decreases from larger discounts results in the (full

- 1 credibility) required rate changes for the respective major classes. For major classes where rates are not affected by DSR
- 2 discounts (Trailers and ORVs) no adjustment is made to the required rate changes.
- 3 The following figure shows the allocation of the premium decrease from changes to the vehicle discount percentages and
- 4 the adjustments to the required rate changes for the major classes.

**Figure RI- 11 Required Rate Changes by Major Class Adjusted for DSR Discount Changes**

Line No.	Major Class	2024/25 Units	2024/25 Avg Premium	2024/25 Prem Applied for	Total Major Class Premium (000s)	% of Total Discount Change (000s)	DSR Discount (000s)	DSR Per Units Discount Change	2023/24 Avg./4/25 Prem Before After DSR	DSR Discount Change	Applied for Rate Change	Vehicle Prem Offset
		[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
1	Private Passenger	863,331	\$1,214	\$1,047,880	97.3%	(\$56,246)	-\$65	\$1,219	\$1,149	-5.37%	-0.42%	5.23%
2	Commercial	49,070	\$1,059	\$51,985	0.2%	(\$125)	-\$3	\$950	\$1,057	-0.24%	11.56%	11.83%
3	Public	13,089	\$2,517	\$32,941	0.5%	(\$297)	-\$23	\$2,280	\$2,494	-0.90%	10.39%	11.39%
4	Motorcycles	19,322	\$843	\$16,295	2.0%	(\$1,161)	-\$60	\$882	\$783	-7.12%	-4.40%	2.93%
5	Trailers	244,888	\$74	\$18,086	0.0%	\$0	\$0	\$67	\$74	0.00%	10.55%	10.55%
6	Off-Road Vehicles	90,633	\$6	\$508	0.0%	\$0	\$0	\$6	\$6	0.00%	-1.63%	-1.63%
7	Overall	1,280,333	\$912	\$1,167,694	100.0%	(\$57,828)	-\$45	\$912	\$867	-4.95%	0.00%	5.21%

Notes:

[1] & [2] & [7] Figure RI-10

[3]: [1] \* [2]

[4]: % of Discounts by Major Class

[5]: [4] \* [5] total = [3] total \* -4.95% (estimated revenue reduction from change in DSR scale)

[6]: [5] / [1]

[8]: [2] + [6]

[9]: [6] / [2]

[10]: [2] / [7] - 1

[11]: (1 + [9]) \* (1 + [10]) - 1

**TAB 4**

Figure ART- 2 2024/25 Driver License Premiums and Vehicle Premium Discounts

Line No.	Drivers License Premium and Vehicle Premium Discount Table	DSR Level	2024 Driver License Premium	2024 Vehicle Premium Discount
1		18	\$15	48%
2		17	\$15	45%
3		16	\$15	44%
4		15	\$15	43%
5		14	\$20	38%
6		13	\$20	36%
7		12	\$20	35%
8		11	\$20	33%
9		10	\$20	31%
10	<b>Merits</b>	9	\$25	28%
11		8	\$30	26%
12		7	\$30	26%
13		6	\$30	21%
14		5	\$30	16%
15		4	\$30	16%
16		3	\$35	11%
17		2	\$35	10%
18		1	\$40	5%
19	<b>Base</b>	<b>0</b>	<b>\$45</b>	<b>0%</b>
20		-1	\$200	0%
21		-2	\$200	0%
22		-3	\$300	0%
23		-4	\$400	0%
24		-5	\$450	0%
25		-6	\$500	0%
26		-7	\$650	0%
27		-8	\$800	0%
28		-9	\$900	0%
29	<b>Demerits</b>	-10	\$1,000	0%
30		-11	\$1,200	0%
31		-12	\$1,400	0%
32		-13	\$1,600	0%
33		-14	\$1,800	0%
34		-15	\$2,000	0%
35		-16	\$2,200	0%
36		-17	\$2,400	0%
37		-18	\$2,600	0%
38		-19	\$2,800	0%
39		-20	\$3,000	0%

**TAB 5**

**PF- 1 Statement of Operations: 0.0% Basic Rate Change**

Line No.	2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	IFRS 4							IFRS 17						
		IFRS 4		IFRS 17		IFRS 17		IFRS 17		IFRS 17		IFRS 17		IFRS 17	
		For the Years Ended March 31,													
	Reclass Adj. from / (to)	2023A	IFRS 17 Adj.*	2023BF	2024F	2025F	2026F	2027F	2028F						
1															
2	<b>BASIC</b>														
3	Motor Vehicles	1,121,811	-	1,121,811	1,112,046	1,148,089	1,184,975	1,220,445	1,258,751						
4	Capital Release Provision	(57,026)	-	(57,026)	-	-	-	-	-						
5	Drivers	59,085	-	59,085	62,520	64,822	66,634	67,982	70,043						
6	Reinsurance Ceded	(16,392)	-	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)						
7	<b>Total Net Premiums Written</b>	<b>1,107,478</b>	<b>-</b>	<b>1,107,478</b>	<b>1,158,180</b>	<b>1,196,033</b>	<b>1,234,225</b>	<b>1,270,521</b>	<b>1,310,351</b>						
8	<b>Net Premiums Earned</b>														
9	Motor Vehicles	1,103,695	-	1,103,695	1,119,108	1,130,299	1,166,769	1,202,938	1,239,844						
10	Capital Release Provision	(65,568)	-	(65,568)	(28,558)	-	-	-	-						
11	Drivers	59,896	-	59,896	61,180	63,693	65,745	67,321	69,032						
12	Reinsurance Ceded	(16,392)	-	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)						
13	<b>Total Net Premiums Earned</b>	<b>1,081,631</b>	<b>-</b>	<b>1,081,631</b>	<b>1,135,344</b>	<b>1,177,114</b>	<b>1,215,130</b>	<b>1,252,353</b>	<b>1,290,433</b>						
14	Service Fees & Other Revenues	(a) 27,277	(588)	26,689	26,904	27,120	27,705	28,335	29,001						
15	<b>Total Earned Revenues</b>	<b>1,108,908</b>	<b>(588)</b>	<b>1,108,320</b>	<b>1,162,248</b>	<b>1,204,234</b>	<b>1,242,835</b>	<b>1,280,688</b>	<b>1,319,434</b>						
16	Claims Incurred	(b) 903,129	57,095	960,224	922,894	969,379	1,002,628	1,038,266	1,074,941						
17	DPAC \ Premium Deficiency Adjustment	-	-	-	-	-	-	-	-						
18	(a) Claims Incurred - Interest Rate Impact	(b) (101,437)	(21,018)	(122,455)	7,177	(4,531)	(11,152)	(11,511)	(12,182)						
19	<b>Total Claims Incurred</b>	<b>801,692</b>	<b>36,077</b>	<b>837,769</b>	<b>930,071</b>	<b>964,848</b>	<b>991,476</b>	<b>1,026,755</b>	<b>1,062,759</b>						
20	Claims Expense	146,265	-	146,265	155,922	146,435	147,569	140,760	140,545						
21	Road Safety/Loss Prevention	10,530	-	10,530	14,461	12,127	12,109	12,184	12,333						
22	<b>Total Claims Costs</b>	<b>958,487</b>	<b>36,077</b>	<b>994,564</b>	<b>1,100,454</b>	<b>1,123,410</b>	<b>1,151,154</b>	<b>1,179,699</b>	<b>1,215,637</b>						
23	<b>Expenses</b>														
24	Operating	86,526	-	86,526	98,357	93,404	94,830	91,441	91,296						
25	Commissions	(c) 47,548	935	48,483	50,817	56,280	56,078	56,311	56,596						
26	Premium Taxes	(c) 32,941	775	33,716	35,239	36,389	37,550	38,655	39,866						
27	Regulatory/Appeal	4,769	-	4,769	4,637	4,239	4,328	4,346	4,366						
28	<b>Total Expenses</b>	<b>171,784</b>	<b>1,710</b>	<b>173,494</b>	<b>189,050</b>	<b>190,312</b>	<b>192,786</b>	<b>190,753</b>	<b>192,124</b>						
29	<b>Underwriting Income (Loss)</b>	<b>a,b,c (21,363)</b>	<b>(38,375)</b>	<b>(59,738)</b>	<b>(127,256)</b>	<b>(109,488)</b>	<b>(101,105)</b>	<b>(89,764)</b>	<b>(88,327)</b>						
30	Investment Income	98,194	-	98,194	125,102	127,158	131,933	138,276	147,435						
31	(b) Investment Income - Interest Rate Impact	(115,602)	-	(115,602)	496	-	-	-	-						
32	<b>Net Investment Income</b>	<b>(17,408)</b>	<b>-</b>	<b>(17,408)</b>	<b>125,598</b>	<b>127,158</b>	<b>131,933</b>	<b>138,276</b>	<b>147,435</b>						
33	Gain (Loss) on Sale of Property	112	-	112	-	-	-	-	-						
34	<b>Net Income (Loss) from Operations</b>	<b>(38,659)</b>	<b>(38,375)</b>	<b>(77,034)</b>	<b>(1,658)</b>	<b>17,670</b>	<b>30,828</b>	<b>48,512</b>	<b>59,108</b>						
36	Total net Impact due to interest rate change (b) - (a)	(14,165)	21,018	6,853	(6,681)	4,531	11,152	11,511	12,182						
37	<b>Net Income (Loss) from Operations</b>				<b>(1,658)</b>	<b>17,670</b>	<b>30,828</b>	<b>48,512</b>	<b>59,108</b>						
38	Adjust for Initiative Expenses (BO 12.1 d)				(29,195)	(26,142)	(26,609)	(10,735)	(3,634)						
39	<b>Net Income (Loss) for for Rate Setting Purposes</b>				<b>27,537</b>	<b>43,812</b>	<b>57,437</b>	<b>59,247</b>	<b>62,742</b>						

\* IFRS 17 Adjustments are for fiscal year 2022-23 only.

**PF- 2 Statement of Financial Position: 0.0% Basic Rate Change**

Line No.	2024/25 Basic rate change of 0% (C\$ 000s, rounding may affect totals)	As at March 31,								
		IFRS 4	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17	
		Reclass Adj. from / (to)	2023A	IFRS 17 Adj.*	2023BF	2024F	2025F	2026F	2027F	2028F
1										
2	<b>BASIC</b>									
3	<b>Assets</b>									
4	Cash and cash equivalents		102,396	-	102,396	2,090	4,906	7,894	11,139	14,979
5	Investments		2,786,044	-	2,786,044	2,918,650	2,975,531	3,074,479	3,229,588	3,406,013
6	Investment property		5,759	-	5,759	5,604	5,449	5,295	5,140	4,985
7	Due from other insurance companies	(d)	28	(28)	-	-	n/a	-	-	-
8	Accounts receivable	(e)	435,767	(435,767)	-	-	n/a	-	-	-
9	Prepaid expenses		-	-	-	-	-	-	-	-
10	Deferred policy acquisition costs	(c)	39,383	(39,383)	-	-	n/a	-	-	-
11	Reinsurance asset	d	-	4,322	4,322	-	-	-	-	-
12	Reinsurers' share of unearned premiums	(d)	-	-	-	-	n/a	-	-	-
13	Reinsurers' share of unpaid claims	(d)	4,657	(4,657)	-	-	n/a	-	-	-
14	Property and Equipment		124,238	-	124,238	133,543	144,396	167,842	168,994	170,146
15	Deferred development costs		28,271	-	28,271	33,972	36,422	34,057	27,862	21,971
16	<b>Total Assets</b>		<b>3,526,543</b>	<b>(475,513)</b>	<b>3,051,030</b>	<b>3,093,859</b>	<b>3,166,704</b>	<b>3,289,567</b>	<b>3,442,723</b>	<b>3,618,094</b>
17	<b>Liabilities</b>									
18	Due to other insurance companies	(d)	363	(363)	-	-	n/a	-	-	-
19	Accounts payable and accrued liabilities		58,748	-	58,748	69,113	66,045	64,557	61,937	61,529
20	Reinsurance Liability	d	-	-	-	320	320	320	320	320
21	Lease obligation		5,308	-	5,308	5,276	5,153	5,031	4,908	4,785
22	Unearned premiums and fees	(f)	580,335	(580,335)	-	-	n/a	-	-	-
23	Insurance contract liability	b,e,f	-	2,203,302	2,203,302	2,230,879	2,277,238	2,319,270	2,365,061	2,414,188
24	Provision for employee current benefits		19,784	-	19,784	20,670	21,347	22,024	22,701	23,378
25	Provision for employee future benefits		328,847	-	328,847	340,182	351,515	362,847	374,180	385,513
26	Provision for unpaid claims	(b)	2,121,691	(2,121,691)	-	-	n/a	-	-	-
27	<b>Total Liabilities</b>		<b>3,115,076</b>	<b>(499,087)</b>	<b>2,615,989</b>	<b>2,666,440</b>	<b>2,721,618</b>	<b>2,774,049</b>	<b>2,829,107</b>	<b>2,889,713</b>
28	<b>Equity</b>									
29	Retained Earnings	b,c	354,676	23,570	378,246	417,467	435,137	505,570	603,669	718,434
30	Accumulated Other Comprehensive Income		56,793	-	56,793	9,947	9,947	9,947	9,947	9,947
31	<b>Total Equity</b>		<b>411,469</b>	<b>23,570</b>	<b>435,039</b>	<b>427,414</b>	<b>445,084</b>	<b>515,517</b>	<b>613,616</b>	<b>728,381</b>
32	<b>Total Liabilities &amp; Equity</b>		<b>3,526,545</b>	<b>(475,516)</b>	<b>3,051,029</b>	<b>3,093,855</b>	<b>3,166,702</b>	<b>3,289,567</b>	<b>3,442,723</b>	<b>3,618,094</b>

\* Includes April 1, 2022 and fiscal 2022-23 adjustments



**PF- 3 Statement of Changes in Equity: 0.0% Basic Rate Change**

Line No.	2024/25 Basic rate change of 0% (C\$ 000s, except where noted)	For the Years Ended March 31,							
		IFRS 4 2023A	IFRS 17 IFRS 17 Adj.	IFRS 17 2023BF	IFRS 17 2024F	IFRS 17 2025F	IFRS 17 2026F	IFRS 17 2027F	IFRS 17 2028F
<b>BASIC</b>									
1	<b>Total Equity</b>								
2	<b>Retained Earnings</b>								
3	Beginning Balance	359,335		378,246	378,246	417,467	435,137	505,570	603,669
4	Restatement of AOCI on AFS Assets (IFRS 9)				46,845	0	0	-	-
5	Restatement of MUSH Assets to FVTPL (IFRS 9)				(5,966)	-	-	-	-
6	Restatement of Claims Discount Rate (IFRS 17)*		86,273		-	-	-	-	-
7	Restatement of Risk Adjustment (IFRS 17)*		13,345		-	-	-	-	-
8	Restatement of DPAC (IFRS 17)*		(37,673)		-	-	-	-	-
9	Net Income (Loss) from Operations	(38,659)	(38,375)		(1,658)	17,670	30,828	48,512	59,108
10	Rebate to Policyholders								
11	Transfer (to) / from Non-Basic Retained Earnings	34,000					39,605	49,587	55,657
12	<b>Total Retained Earnings</b>	<b>354,676</b>	<b>23,570</b>	<b>378,246</b>	<b>417,467</b>	<b>435,137</b>	<b>505,570</b>	<b>603,669</b>	<b>718,434</b>
13	<b>Total Accumulated Other Comprehensive Income</b>								
14	Beginning Balance	51,428		51,428	56,793	9,947	9,947	9,947	9,947
15	Other Comprehensive Income on Available for Sale Assets	(31,291)		(31,291)	(1)	0	0	-	-
16	Restatement of AOCI on AFS Assets (IFRS 9)				(46,845)	(0)	(0)	-	-
17	Change in Remeasurement of Employee Future Benefits	36,656		36,656	-	-	-	-	-
18	<b>Total Accumulated Other Comprehensive Income</b>	<b>56,793</b>	<b>-</b>	<b>56,793</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>	<b>9,947</b>
19	<b>Total Accumulated Other Comprehensive Income Balance</b>								
20	<b>Employee Future Benefits Portfolio</b>								
21	Available for Sale Assets	30,889		30,889					
22	Employee Future Benefits Liabilities	9,946		9,946	9,946	9,946	9,946	9,946	9,946
23	<b>Rate Stabilization Reserve Portfolio</b>								
24	Available for Sale Assets	15,957		15,957					
25	<b>Total Accumulated Other Comprehensive Income Balance</b>	<b>56,793</b>	<b>-</b>	<b>56,793</b>	<b>9,946</b>	<b>9,946</b>	<b>9,946</b>	<b>9,946</b>	<b>9,946</b>
26	<b>Total Equity Balance</b>	<b>411,469</b>	<b>23,570</b>	<b>435,039</b>	<b>427,414</b>	<b>445,084</b>	<b>515,517</b>	<b>613,616</b>	<b>728,381</b>
	<i>*Restatement calculated as at April 1, 2022</i>								
27	<b>MINIMUM CAPITAL TEST (C\$ 000s)</b>								
28	Total Equity Balance	411,467	23,572	435,039	427,414	445,084	515,517	613,616	728,381
29	Less: Assets Requiring 100% Capital	28,366		28,366	33,972	36,422	34,057	27,862	21,971
30	Capital Available (a)	383,101	23,572	406,673	393,442	408,662	481,460	585,754	706,410
31	Minimum Capital Required (100% MCT) (b)	345,847	5,526	351,373	430,398	448,269	470,471	489,961	520,001
32	MCT Ratio % (a) / (b)	110.8%	5.0%	115.8%	91.4%	91.2%	102.3%	119.6%	135.9%

## IFRS 17 (Insurance Contracts) – 2024 GRA Presentation of Financial Statements

1 The following narrative is a brief explanation of the change in each affected financial  
2 statement line item shown within PF.1, PF.2 and PF.3 above.

3 A more detailed explanation of changes can be found in Appendix 1a – IFRS 9 & 17  
4 Position Papers, Appendix 1b IFRS 17 Presentation Terminology and Appendix 2 –  
5 Transition to IFRS 17 and IFRS 9

**PF- 11 Statement of Operations Presentation Comparative – 2023/24 – IFRS 17**

Line No.	Statement of Operations		Statement of Operations	
	2023/24 - With IFRS 17 accounting under Current (IFRS 4) Presentation (C\$ 000s, rounding may affect totals)	2024F	2023/24 - With IFRS 17 accounting under Future (IFRS 17) Presentation (C\$ 000s, rounding may affect totals)	2024F
1	Statement of Operations Current Presentation		Statement of Operations Future Presentation	
2	<b>BASIC</b>			
3	Motor Vehicles	1,112,046		
4	Drivers	62,520		
5	Reinsurance Ceded	(16,386)		
6	<b>Total Net Premiums Written</b>	<b>1,158,180</b>		
7	<b>Net Premiums Earned</b>			
8	Motor Vehicles	1,090,550		
9	Drivers	61,180		
10	Reinsurance Ceded	(16,386)		
11	<b>Total Net Premiums Earned</b>	<b>1,135,344</b>		
12	Service Fees & Other Revenues	26,904		
13	<b>Total Earned Revenues</b>	<b>1,162,248</b>		
14			Insurance revenue	1,167,950
15	Claims Incurred	922,894	Insurance service expenses	1,143,184
16	DPAC \ Premium Deficiency Adjustment	-	Recovered claims from reinsurance contracts	16,386
17	(a) Claims Incurred - Interest Rate Impact	7,177	Expenses from reinsurance contracts held	8,380
18	<b>Total Claims Incurred</b>	<b>930,071</b>	<b>Insurance service result</b>	<b>125,598</b>
19	Claims Expense	155,922	<b>Net investment income</b>	<b>94,975</b>
20	Road Safety/Loss Prevention	14,461	Finance expenses from insurance contracts issued	-
21	<b>Total Claims Costs</b>	<b>1,100,454</b>	Finance income from reinsurance contracts held	94,975
22			<b>Net insurance finance expenses</b>	<b>39,003</b>
23	<b>Expenses</b>		<b>Net insurance and investment result</b>	<b>10,684</b>
24	Operating	98,357	Other Income	51,345
25	Commissions	50,817	Other Operating expenses	-
26	Premium Taxes	35,239	Gain (loss) on disposal of property and equipment	(1,658)
27	Regulatory/Appeal	4,637	<b>Net income from Operations</b>	<b>(1,658)</b>
28	<b>Total Expenses</b>	<b>189,050</b>		
29	<b>Underwriting Income (Loss)</b>	<b>(127,256)</b>		
30	<b>Investment Income</b>	<b>125,102</b>		
31	(b) Investment Income - Interest Rate Impact	496		
32	<b>Net Investment Income</b>	<b>125,598</b>		
33	<b>Gain (Loss) on Sale of Property</b>	<b>(1,658)</b>		
34	<b>Net Income (Loss) from Operations</b>	<b>(6,681)</b>		
35	Total net impact due to interest rate change (b) - (a)			

**TAB 6**

**EPF- 1 Extension Statement of Operations**

Line No.	2024/25 Basic rate change of 0.0% (C3 000s, rounding may affect totals)	For the Years Ended March 31,																
		IFRS 4 2019A	IFRS 4 2019/20A*	IFRS 4 2020A	IFRS 4 2020/21A	IFRS 4 2021A	IFRS 4 2021/22A	IFRS 4 2022A	IFRS 4 2022/23A	IFRS 4 2023A	IFRS 17 2023BF	IFRS 17 2023/24F	IFRS 17 2024F	IFRS 17 2024/25F	IFRS 17 2025/26F	IFRS 17 2026/27F	IFRS 17 2027F	IFRS 17 2028F
2	<b>EXTENSION</b>																	
3	Motor Vehicles	162,861	155,063	160,042	160,042	180,476	186,794	186,794	186,794	186,794	186,794	192,976	199,888	206,352	213,317	220,505	220,505	
4	Reinsurance Ceded	(1,567)	(1,903)	(1,789)	(1,789)	(1,949)	(2,008)	(2,008)	(2,008)	(2,008)	(2,008)	(2,489)	(2,564)	(2,641)	(2,720)	(3,282)	(3,282)	
5	<b>Total Net Premiums Written</b>	<b>161,294</b>	<b>153,160</b>	<b>158,253</b>	<b>158,253</b>	<b>178,527</b>	<b>184,786</b>	<b>184,786</b>	<b>184,786</b>	<b>184,786</b>	<b>184,786</b>	<b>190,487</b>	<b>197,024</b>	<b>203,711</b>	<b>210,597</b>	<b>217,223</b>	<b>217,223</b>	
6	<b>Net Premiums Earned</b>																	
7	Motor Vehicles	160,848	157,842	156,701	156,701	170,804	183,673	183,673	183,673	183,673	183,673	189,940	196,385	203,076	209,943	217,023	217,023	
8	Reinsurance Ceded	(1,567)	(1,903)	(1,789)	(1,789)	(1,949)	(2,008)	(2,008)	(2,008)	(2,008)	(2,008)	(2,489)	(2,564)	(2,641)	(2,720)	(3,282)	(3,282)	
9	<b>Total Net Premiums Earned</b>	<b>159,281</b>	<b>155,939</b>	<b>154,912</b>	<b>154,912</b>	<b>168,855</b>	<b>181,665</b>	<b>181,665</b>	<b>181,665</b>	<b>181,665</b>	<b>181,665</b>	<b>187,451</b>	<b>193,821</b>	<b>200,435</b>	<b>207,223</b>	<b>213,741</b>	<b>213,741</b>	
10	Service Fees & Other Revenues	11,752	12,461	10,902	10,902	10,725	11,872	11,872	11,872	11,872	11,872	9,209	9,237	9,374	9,548	9,700	9,700	
11	<b>Total Earned Revenues</b>	<b>171,033</b>	<b>168,400</b>	<b>165,814</b>	<b>165,814</b>	<b>179,580</b>	<b>193,537</b>	<b>193,537</b>	<b>193,537</b>	<b>193,537</b>	<b>193,537</b>	<b>196,660</b>	<b>203,058</b>	<b>209,809</b>	<b>216,771</b>	<b>223,441</b>	<b>223,441</b>	
12	<b>Net Claims Incurred</b>	65,685	69,516	55,933	55,933	75,510	97,179	97,179	408	97,587	103,373	103,482	104,104	104,104	104,814	105,494	105,494	
13	(a) Claims Incurred - Interest Rate Impact	-	-	99	99	(702)	(392)	(392)	114	(278)	83	26	(20)	(20)	(26)	(47)	(47)	
14	<b>Total Claims Incurred</b>	<b>65,685</b>	<b>69,516</b>	<b>56,032</b>	<b>56,032</b>	<b>74,808</b>	<b>96,787</b>	<b>96,787</b>	<b>522</b>	<b>97,309</b>	<b>103,456</b>	<b>103,518</b>	<b>104,084</b>	<b>104,084</b>	<b>104,788</b>	<b>105,447</b>	<b>105,447</b>	
15	Claims Expense	10,491	11,100	11,792	11,792	11,817	14,042	14,042	-	14,042	18,728	18,847	17,684	17,684	18,667	18,254	18,254	
16	Road Safety/Loss Prevention	908	1,013	641	641	872	868	868	-	868	1,669	1,321	1,384	1,384	1,400	1,383	1,383	
17	<b>Total Claims Costs</b>	<b>77,083</b>	<b>81,629</b>	<b>68,465</b>	<b>68,465</b>	<b>87,497</b>	<b>111,697</b>	<b>111,697</b>	<b>522</b>	<b>112,219</b>	<b>123,853</b>	<b>123,886</b>	<b>123,152</b>	<b>123,152</b>	<b>124,855</b>	<b>125,084</b>	<b>125,084</b>	
18	<b>Expenses</b>																	
19	Operating	9,431	8,910	7,851	7,851	7,979	10,796	10,796	-	10,796	13,348	13,367	13,446	13,446	13,552	13,306	13,306	
20	Commissions	35,256	34,788	34,142	34,142	33,664	32,490	32,490	600	33,090	34,618	34,540	33,332	33,332	33,397	33,863	33,863	
21	Premium Taxes	4,825	4,735	4,701	4,701	5,124	5,509	5,509	94	5,603	5,790	5,988	6,191	6,191	6,400	6,615	6,615	
22	Regulatory/Appeal	8	12	13	13	18	-	-	-	-	-	-	-	-	-	-	-	
23	<b>Total Expenses</b>	<b>49,520</b>	<b>48,445</b>	<b>46,707</b>	<b>46,707</b>	<b>46,785</b>	<b>48,795</b>	<b>48,795</b>	<b>694</b>	<b>49,489</b>	<b>53,756</b>	<b>53,895</b>	<b>52,969</b>	<b>52,969</b>	<b>53,349</b>	<b>53,784</b>	<b>53,784</b>	
24	<b>Underwriting Income (Loss)</b>	<b>44,431</b>	<b>38,326</b>	<b>50,642</b>	<b>50,642</b>	<b>45,298</b>	<b>33,045</b>	<b>33,045</b>	<b>(4,951)</b>	<b>28,094</b>	<b>19,051</b>	<b>25,477</b>	<b>33,688</b>	<b>33,688</b>	<b>36,567</b>	<b>44,573</b>	<b>44,573</b>	
25	<b>Investment Income</b>	11,349	(723)	5,038	5,038	4,368	6,413	6,413	-	6,413	8,587	10,443	12,004	12,004	12,396	12,934	12,934	
26	(b) Investment Income - Interest Rate Impact	828	280	4	4	(76)	(1,109)	(1,109)	-	(1,109)	5	-	-	-	-	-	-	
27	<b>Net Investment Income</b>	<b>12,177</b>	<b>(443)</b>	<b>5,042</b>	<b>5,042</b>	<b>4,292</b>	<b>5,304</b>	<b>5,304</b>	<b>-</b>	<b>5,304</b>	<b>8,592</b>	<b>10,443</b>	<b>12,004</b>	<b>12,004</b>	<b>12,396</b>	<b>12,934</b>	<b>12,934</b>	
28	<b>Gain (Loss) on Sale of Property</b>	115	-	6	6	8	9	9	-	9	-	-	-	-	-	-	-	
29	<b>Net Income (Loss) from Operations</b>	<b>56,721</b>	<b>37,883</b>	<b>55,690</b>	<b>55,690</b>	<b>49,598</b>	<b>38,358</b>	<b>38,358</b>	<b>(4,951)</b>	<b>33,407</b>	<b>27,643</b>	<b>35,920</b>	<b>45,692</b>	<b>45,692</b>	<b>50,963</b>	<b>57,507</b>	<b>57,507</b>	
30	<b>Total net impact due to interest rate change (b) - (a)</b>	828	280	(95)	(95)	626	(717)	(717)	(114)	(831)	(78)	(26)	(26)	(26)	26	47	47	

\*February year end

**EPF-3 Extension Statement of Changes in Equity: Basic Rate Change of 0.0%**

Line No.	2024/25 Basic rate change of 0.0% (C\$ 000s, rounding may affect totals)	For the Years Ended March 31,						
		IFRS 4 2023A	IFRS 17 Adj. IFRS 17	IFRS 17 2023BF	IFRS 17 2024F	IFRS 17 2025F	IFRS 17 2026F	IFRS 17 2027F
		2022/23A	2022/23BF	2023/24F	2024/25F	2025/26F	2026/27F	2027/28F
1	<b>EXTENSION</b>							
1	<b>Total Equity</b>							
2	<b>Retained Earnings</b>							
3	Beginning Balance	78,832	58,256	58,256	94,949	130,870	136,957	138,333
4	Restatement of AOCI on AFS Assets (IFRS 9)	-	-	9,050	-	-	-	-
5	Restatement of Claims Discount Rate (IFRS 17)	-	23	-	-	-	-	-
6	Restatement of Risk Adjustment (IFRS 17)	-	55	-	-	-	-	-
7	Restatement of DPAC (IFRS 17)	-	(20,062)	-	-	-	-	-
8	Net Income (Loss) from Operations	38,358	(4,950)	27,643	35,921	45,691	50,963	57,506
9	Rebate to Policyholders	-	0	-	-	-	-	-
10	Transfer (to) / from Non-Basic Retained Earnings	(34,000)	-	-	-	(39,605)	(49,587)	(55,657)
11	<b>Total Retained Earnings</b>	<b>83,190</b>	<b>(24,934)</b>	<b>58,256</b>	<b>94,949</b>	<b>130,870</b>	<b>136,956</b>	<b>138,333</b>
12	<b>Total Accumulated Other Comprehensive Income</b>							
13	Beginning Balance	15,830	-	15,830	9,885	834	834	834
14	Other Comprehensive Income on Available for Sale Assets	(9,023)	1	(9,022)	(1)	-	-	-
15	Restatement of AOCI on AFS Assets (IFRS 9)	-	-	(9,050)	-	-	-	-
16	Change in Remeasurement of Employee Future Benefits	3,076	(0)	3,076	-	-	-	-
17	<b>Total Accumulated Other Comprehensive Income</b>	<b>9,883</b>	<b>1</b>	<b>9,884</b>	<b>834</b>	<b>834</b>	<b>834</b>	<b>834</b>
18	<b>Total Accumulated Other Comprehensive Income Balance</b>							
19	<b>Employee Future Benefits Portfolio</b>							
20	Available for Sale Assets	2,592	-	2,592	0	0	0	0
21	Employee Future Benefits Liabilities	835	-	835	835	835	835	835
22	<b>Rate Stabilization Reserve Portfolio</b>							
23	Available for Sale Assets	6,457	-	6,457	(1)	(1)	(1)	(1)
24	<b>Total Accumulated Other Comprehensive Income Balance</b>	<b>9,884</b>	<b>1</b>	<b>9,884</b>	<b>834</b>	<b>834</b>	<b>834</b>	<b>834</b>
25	<b>Total Equity Balance</b>	<b>93,074</b>	<b>(24,934)</b>	<b>68,140</b>	<b>95,783</b>	<b>131,704</b>	<b>137,790</b>	<b>139,166</b>
26	<b>MINIMUM CAPITAL TEST (C\$ 000s)</b>							
27	Total Equity Balance	93,075	(24,934)	68,141	95,783	131,704	137,814	139,215
28	Less: Assets Requiring 100% Capital	18,127	-	18,127	29,088	36,020	36,974	33,721
29	Capital Available (a)	74,948	(24,934)	50,014	66,695	95,684	100,840	110,579
30	Minimum Capital Required (100% MCT) (b)	37,107	1,269	38,376	45,751	47,831	50,420	52,747
31	MCT Ratio % (a) / (b)	202.0%	-71.7%	130.3%	145.8%	200.1%	200.0%	200.0%

**TAB 7**

Figure REV- 3 Premiums Written and Earned: 0.0% Rate Change

Line No.	BASIC	2023A	2024BF	2025F	2026F	2027F	2028F
1	(C\$ 000s, except where noted)	IFRS 4	IFRS 17	IFRS 17	IFRS 17	IFRS 17	IFRS 17
2	HTA Volume Change	0.80%	0.86%	0.86%	0.86%	0.86%	0.86%
3	HTA Upgrading & Other Changes	2.24%	2.41%	2.28%	2.32%	2.11%	2.25%
4	Rate Change	(1.57%)	(3.79%)	0.00%	0.00%	0.00%	0.00%
5	(Add) / Remove Capital Release	(5.00%)	0.00%	0.00%	0.00%	0.00%	0.00%
6	Premiums Unearned during Year	49.56%	49.36%	49.36%	49.36%	49.36%	49.36%
	Capital Release Unearned during Year	50.08%	49.36%	49.36%	49.36%	49.36%	49.36%
7	<b>Basic Insurance Written</b>						
8	Last Year Premiums Written	1,117,498	1,139,559	1,132,432	1,168,198	1,205,566	1,241,577
9	Volume Increase	8,940	9,784	9,724	10,033	10,356	10,667
10	Total Volume Written	1,126,437	1,149,343	1,142,156	1,178,231	1,215,921	1,252,244
11	Upgrading & Other Changes	25,232	27,699	26,041	27,335	25,656	28,175
12	Total With Upgrading	1,151,670	1,177,042	1,168,198	1,205,566	1,241,577	1,280,419
13	Impact of Rate Change	(18,081)	(44,610)	0	0	0	0
14	Adjustments	5,970	0	0	0	0	0
15	Total Premium Written Before Rebates	1,139,559	1,132,432	1,168,198	1,205,566	1,241,577	1,280,419
16	Fleet Rebates	(16,691)	(19,526)	(19,402)	(20,011)	(20,655)	(21,273)
17	Anti Theft & Other Charges	(1,056)	(860)	(706)	(579)	(477)	(395)
18	Total Premiums Written before Capital Release	1,121,811	1,112,046	1,148,089	1,184,975	1,220,445	1,258,751
19	Capital Release	(57,026)	-	-	-	-	-
20	Total Premiums Written	1,064,785	1,112,046	1,148,089	1,184,975	1,220,445	1,258,751
21	Reinsurance Ceded	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)
22	Total Net Premiums Written	1,048,393	1,095,660	1,131,212	1,167,591	1,202,540	1,240,309
23	<b>Basic Insurance Earned</b>						
24	Beginning Unearned Premium Balance	537,826	555,942	548,880	566,670	584,876	602,384
25	Premiums Written	1,121,811	1,112,046	1,148,089	1,184,975	1,220,445	1,258,751
26	Unearned Premiums during Year	555,942	548,880	566,670	584,876	602,384	621,291
27	Premiums Earned	1,103,695	1,119,108	1,130,299	1,166,769	1,202,938	1,239,844
28	<b>Capital Release Earned</b>						
29	Beginning Unearned Balance	(37,099)	(28,558)	-	-	-	-
30	Capital Release Written/Issued	(57,026)	-	-	-	-	-
31	Unearned Capital Release during Year	(28,558)	-	-	-	-	-
32	Capital Release Earned	(65,568)	(28,558)	-	-	-	-
33	Reinsurance Ceded	(16,392)	(16,386)	(16,878)	(17,384)	(17,906)	(18,443)
34	Total Net Premiums Earned	1,021,735	1,074,164	1,113,421	1,149,385	1,185,032	1,221,402

Per the above table, the applied for rate for in this year's GRA, along with two years of historical rate changes, are shown on line 4 under the 2024F column. For a review of historical rate changes for the Extension line of business please see REV Appendix 3 – Ten-Year History of Extension Overall Average Rate Level Change Indication.

REV.1.1 Volume Factor

1 The volume factor represents the growth rate in Basic earned vehicle units over a  
 2 given insurance year. An earned unit represents the portion of the earning period in  
 3 which a vehicle is insured through Basic. For example, a private passenger vehicle  
 4 insured for three months of the insurance year would be approximately 0.25 earned  
 5 units (i.e., 3 months / 12 months = 0.25).

6 Earned units are classified as *The Highway Traffic Act* (HTA) vehicles (i.e., private  
 7 passenger, commercial, public and motorcycles) and non-HTA vehicles (i.e., trailers  
 8 and off-road vehicles).

**Figure REV- 4 Volume Factor Forecast**

Line No.	Fiscal Year	2023/24	2024/25	2025/26	2026/27	2027/28
1	Volume Factor	0.86%	0.86%	0.86%	0.86%	0.86%

9 **Forecasting Methodology**

10 For the purpose of forecasting motor vehicle premiums, MPI forecasts overall volume  
 11 growth based only on the historical HTA unit growth data. Although HTA units account  
 12 for only 75% of total earned units, they represent over 98% of total Basic written  
 13 premiums. Therefore, the HTA unit forecast is most relevant to the overall Basic  
 14 vehicle premium forecast.

15 MPI forecasts volume growth using Earned Year Earned units (EY-EU), rather than the  
 16 Policy Year Earned Units (PY-EU) it used in prior GRAs. The primary reason for this  
 17 change is due to the fiscal year end change that occurred in the 2020/21 fiscal year.  
 18 MPI was able to adjust historical EY-EU more appropriately to be in line with the new  
 19 fiscal year. To transform the EY-EU to PY-EY, MPI assumes uniform distribution of  
 20 issuance of policies, by taking the simple average of two accident years.



1 **Historical Results**

2 The figure below shows the historical volume growth for HTA earned units from  
3 2022/23 and prior. For Private Passenger vehicle, MPI selected the average of the last  
4 5 years excluding 2021/22 and 2022/23 as the large increase and decrease may be  
5 due to COVID impacts. For Commercial, MPI selected the average of the last 5 years  
6 excluding 2021/22. For Public, MPI selected the average of the last 12 years due to  
7 the volatility of units. For Motorcycles, MPI selected the average of the last 5 years  
8 excluding 2021/22.

**Figure REV- 5 HTA Accident Year Earned Units – 2011/12 to 2022/23**

Line No.	Year	Private Passenger		Commercial		Public		Motorcycles		Total (HTA)		
		Units	% Change	Units	% Change	Units	% Change	Units	% Change	Units	% Change	
1	2011/12	728,771	2.21%	41,437	1.73%	10,930	5.62%	12,212	7.08%	793,350	2.30%	
2	2012/13	743,620	2.04%	42,569	2.73%	11,080	1.37%	13,077	7.08%	810,346	2.14%	
3	2013/14	754,037	1.40%	43,072	1.18%	11,667	5.30%	13,346	2.06%	822,122	1.45%	
4	2014/15	764,136	1.34%	43,831	1.76%	12,247	4.97%	13,640	2.20%	833,854	1.43%	
5	2015/16	777,408	1.74%	44,449	1.41%	12,315	0.55%	14,593	6.99%	848,766	1.79%	
6	2016/17	788,076	1.37%	44,637	0.42%	12,291	-0.20%	15,482	6.09%	860,486	1.38%	
7	2017/18	798,919	1.38%	45,075	0.98%	12,882	4.81%	16,158	4.37%	873,035	1.46%	
8	2018/19	806,547	0.95%	45,236	0.36%	12,840	-0.33%	16,219	0.37%	880,842	0.89%	
9	2019/20	812,451	0.73%	45,388	0.34%	12,935	0.75%	16,175	-0.27%	886,950	0.69%	
10	2020/21	819,403	0.86%	45,817	0.94%	10,732	-17.04%	16,708	3.30%	892,660	0.64%	
11	2021/22	840,863	2.62%	47,725	4.16%	11,112	3.55%	18,321	9.65%	918,020	2.84%	
12	2022/23	845,300	0.53%	48,244	1.09%	12,594	13.34%	18,685	1.99%	924,824	0.74%	
13	<b>Averages</b>											
14	3-Year		1.33%		2.07%		-0.05%		4.98%		1.41%	
15	5-Year		1.14%		1.38%		0.05%		3.01%		1.16%	
16	10-Year		1.29%		1.26%		1.57%		3.67%		1.33%	
17												
18	Notes:											
19	2020/21 and prior are adjusted to be April 1 - March 31 to be consistent with new fiscal year											

9 **Current Year Forecast**

10 MPI forecasts total HTA units to grow by 0.86%, reflecting the aggregation of the  
11 forecasted unit growth by major class. Figure Rev-6 below shows the selected growth  
12 rates by major class.

**TAB 8**

**Figure REV- 6 Forecasted HTA Unit Growth – 2023/24 to 2027/28**

Line No.	Year	Private Passenger		Commercial		Public		Motorcycles		Total (HTA)	
		Units	Selected Growth Rate	Units	Selected Growth Rate	Units	Selected Growth Rate	Units	Selected Growth Rate	Units	% Change
1	2022/23	848,882		48,408		12,692		18,811		928,793	
2	2023/24	856,076	0.85%	48,738	0.68%	12,889	1.55%	19,065	1.35%	936,768	0.86%
3	2024/25	863,331	0.85%	49,070	0.68%	13,089	1.55%	19,322	1.35%	944,812	0.86%
4	2025/26	870,648	0.85%	49,404	0.68%	13,292	1.55%	19,582	1.35%	952,927	0.86%
5	2026/27	878,027	0.85%	49,741	0.68%	13,499	1.55%	19,846	1.35%	961,112	0.86%
6	2027/28	885,468	0.85%	50,080	0.68%	13,708	1.55%	20,114	1.35%	969,369	0.86%

1 *Figure Rev-6* above reflects the unit growth based on the 12-month policy year from  
2 April 1 to March 31.

3 **Comparison to Prior Year Forecast**

4 The following figure shows the projected HTA volume factors along with a comparison  
5 to the forecast from the previous year.

**Figure REV- 7 HTA Earned Unit Forecast**

Line No.	Year	This Year	Last Year	Difference
1	2022/23	0.80%	0.97%	-0.17%
2	2023/24	0.86%	1.11%	-0.25%
3	2024/25 and thereafter	0.86%	1.07%	-0.21%

REV.1.2 Upgrade Factor

6 The upgrade factor measures the changes in the average vehicle premium that occur  
7 from sources other than rate changes. MPI uses two upgrade factors for forecasting  
8 purposes: (i) vehicle upgrade; and (ii) Driver Safety Rating (DSR) upgrade.

9 The vehicle upgrade factor measures the impact on vehicle insurance premiums from  
10 changes in the distribution of the vehicle population. Such distributional changes can  
11 occur for rate groups, vehicle types, body styles, insurance uses and territories.

12 The DSR upgrade factor measures the impact on vehicle insurance premiums from  
13 changes in the average DSR level of registered vehicle owners. The vehicle merit  
14 discount level is a direct function of the DSR level of the registered owner.

- 1 *Figure EXP-2* below summarizes historical and forecasted Corporate and Basic  
2 Expenses along with total direct Basic expenses related to commissions and premium  
3 tax.

**Figure EXP- 2 10-Year Summary of Total Corporate and Basic Expenses**

Line No.		2018/19A	2019/20A	2020/21A	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2026/27F	2027/28F
1	(\$000's, except where noted)										
2	<b>Total Corporate Expenses</b>	<b>288,276</b>	<b>288,836</b>	<b>293,925</b>	<b>327,338</b>	<b>358,358</b>	<b>416,742</b>	<b>398,242</b>	<b>389,272</b>	<b>373,471</b>	<b>371,010</b>
3	<b>Basic Allocated Corporate Expenses</b>										
4	Claims Expense	126,871	132,028	141,720	146,277	146,265	155,922	146,435	147,569	140,760	140,545
5	Road Safety/Loss Prevention	11,538	12,030	7,708	10,337	10,530	14,461	12,127	12,109	12,184	12,333
6	Operating	76,124	69,859	70,063	75,945	86,526	98,357	93,404	94,830	91,441	91,296
7	Regulatory/Appeal	4,315	4,647	4,399	4,530	4,769	4,637	4,239	4,328	4,346	4,366
8	<b>Total Basic Allocated Corporate Expenses</b>	<b>218,848</b>	<b>218,564</b>	<b>223,890</b>	<b>237,089</b>	<b>248,090</b>	<b>273,377</b>	<b>256,205</b>	<b>258,836</b>	<b>248,732</b>	<b>248,539</b>
9	Percentage of Corporate Operating Expense	75.9%	75.7%	76.2%	72.4%	69.2%	65.6%	64.3%	66.5%	66.6%	67.0%
10	<b>Basic Direct Expenses</b>										
11	Commissions	40,233	42,332	43,384	44,925	48,483	50,817	56,280	56,078	56,311	56,596
12	Premium Taxes	31,183	33,102	23,978	28,966	33,716	35,239	36,389	37,550	38,655	39,866
13	<b>Total Basic Direct Expenses</b>	<b>71,416</b>	<b>75,434</b>	<b>67,362</b>	<b>73,891</b>	<b>82,199</b>	<b>86,056</b>	<b>92,669</b>	<b>93,628</b>	<b>94,966</b>	<b>96,462</b>

- 4 Costs associated with delivering the Basic insurance program to Manitoba motorists  
5 fall into seven major categories: Net Claims Incurred; Claims Expenses; Road  
6 Safety/Loss Prevention Expenses; Operating Expenses; Regulatory/Appeal Expenses;  
7 Commissions; and Premium Taxes.

- 8 Costs relating to Net Claims Incurred are discussed in the *Part IX Claims Incurred*  
9 *Discounting* Chapter.

- 10 This chapter describes all costs except for Claims Incurred. Specifically describing how  
11 MPI derives Corporate (i.e., insurance and non-insurance lines of business (LOBs) and  
12 Expense categories (Claims Expenses, Operating Expenses, Road Safety/Loss  
13 Prevention expenses, and Regulatory/Appeal expenses) for Basic, using the cost  
14 allocation methodology approved by The Public Utilities Board (PUB) in Order 157/12.  
15 Although, these expense categories will be changing with the new IFRS standards, for  
16 the purposes of the 2024 GRA this terminology will remain the same.

- 17 This chapter will explain how MPI manages expenses that contribute to the delivery of  
18 affordable Basic insurance rates to Manitobans. For example, *Figure EXP-3* below  
19 shows a 10-year graphical representation of the Basic share of Corporate Operating  
20 Expenses as a percentage of net premiums earned. The percentage peaks in 2023/24

**Figure EXP- 5 Total Corporate Operating Expenses – 6-year Summary of Corporate Total Expenses**

Line No.	Expense	2022/23A	2023/24BF	2024/25F	2025/26F	2026/27F	2027/28F
1	<i>(\$000's, except where noted)</i>	IFRS 4	IFRS 4	IFRS 4	IFRS 4	IFRS 4	IFRS 4
2	Compensation - Salaries	149,279	169,654	167,453	161,439	163,830	170,373
3	Compensation - Overtime	2,451	2,151	2,009	2,047	2,089	2,130
4	Compensation - Benefits	36,128	39,915	38,988	39,769	40,563	41,374
5	Compensation - H & E Tax	3,346	3,809	3,980	3,994	4,077	4,158
6	<b>Sub Total - Compensation</b>	<b>191,204</b>	<b>215,529</b>	<b>212,430</b>	<b>207,249</b>	<b>210,559</b>	<b>218,035</b>
7	<i>% increase / (decrease) over prior year</i>		12.7%	-1.4%	-2.4%	1.6%	3.6%
8	Data Processing	78,024	103,384	97,868	90,182	66,284	56,354
9	Special Services	16,813	17,495	12,003	12,003	12,003	12,001
10	Building Expenses	8,792	8,648	7,235	7,380	7,528	7,678
11	Safety/Loss Prevention Programs	3,404	6,070	5,554	5,510	5,510	5,509
12	Telephone/Telecommunications	1,705	1,695	1,579	1,609	1,643	1,677
13	Public Information/Advertising	2,324	3,541	2,022	2,021	2,021	2,022
14	Printing, Stationery, Supplies	5,074	4,185	3,827	3,846	3,872	3,897
15	Postage	5,450	4,813	4,658	4,416	4,328	4,235
16	Regulatory/Appeal	4,408	4,137	3,737	3,807	3,807	3,807
17	Travel and Vehicle Expense	1,152	1,982	1,902	1,936	1,974	2,013
18	Driver Education Program	3,714	5,476	5,476	5,675	5,676	5,676
19	Grants in Lieu of Taxes	1,833	1,932	1,933	1,970	2,008	2,049
20	Furniture & Equipment	2,962	1,914	1,422	1,431	1,431	1,431
21	Merchant Fees & Bank Charges	10,036	10,119	10,584	10,583	10,584	10,584
22	Other	7,766	8,019	6,687	6,728	6,800	6,891
23	<b>Sub total - Other Expenses</b>	<b>153,457</b>	<b>183,410</b>	<b>166,487</b>	<b>159,097</b>	<b>135,469</b>	<b>125,824</b>
24	<i>% increase / (decrease) over prior year</i>		19.5%	-9.2%	-4.4%	-14.9%	-7.1%
25	Depreciation-Capital Assets	5,708	6,660	7,590	8,679	9,581	9,739
26	Amortization-Deferred Development	7,989	11,143	11,735	14,247	17,862	17,412
27	<b>Subtotal - Depreciation / Amortization</b>	<b>13,697</b>	<b>17,803</b>	<b>19,325</b>	<b>22,926</b>	<b>27,443</b>	<b>27,151</b>
28	<i>% increase / (decrease) over prior year</i>		30.0%	8.5%	18.6%	19.7%	-1.1%
29	<b>Total Expenses</b>	<b>358,358</b>	<b>416,742</b>	<b>398,242</b>	<b>389,272</b>	<b>373,471</b>	<b>371,010</b>
30	Note: Figures includes improvement initiative (ongoing and implementation) expenses						

1 As illustrated above, MPI groups corporate expenses into 21 expense categories,  
2 including four categories related to compensation and two categories for depreciation  
3 and amortization. These categories allow MPI to; 1) identify, investigate, and manage  
4 variances, 2) assist in cost control and stability, and 3) provide granular forecasting  
5 capability.

6 The year over year increases and decreases are primarily driven from contractual  
7 wage increases, inflationary increases, data processing expenses related to projects,

**Figure EXP- 9 Corporate Normal Operating Expenses**

Line No.	Category	Section	2022/23A	2023/24BF	2024/25F	2025/26F	2026/27F	2027/28F
1	<i>(\$000's, except where noted)</i>		<i>IFRS 4</i>	<i>IFRS 4</i>	<i>IFRS 4</i>	<i>IFRS 4</i>	<i>IFRS 4</i>	<i>IFRS 4</i>
2	Compensation - Salaries	EXP.3.2.1	147,935	165,708	167,357	174,356	181,321	188,563
3	Compensation - Overtime		2,386	2,151	2,009	2,047	2,089	2,130
4	Compensation - Benefits	EXP.3.2.2	36,128	39,915	38,988	39,769	40,563	41,374
5	Compensation - H & E Tax		3,346	3,809	3,980	3,994	4,077	4,158
6	<b>Sub Total - Compensation</b>		<b>189,795</b>	<b>211,583</b>	<b>212,334</b>	<b>220,166</b>	<b>228,050</b>	<b>236,225</b>
7	% increase / (decrease) over prior year			11.48%	0.35%	3.69%	3.58%	3.58%
8	Data Processing	EXP.3.2.3	41,826	43,886	41,035	39,463	39,881	40,306
9	Special Services	EXP.3.2.4	16,813	17,495	12,003	12,003	12,003	12,001
10	Building Expenses	EXP.3.2.5	8,792	8,648	7,235	7,380	7,528	7,678
11	Safety/Loss Prevention Programs	EXP.3.2.6	3,404	6,070	5,554	5,510	5,510	5,509
12	Telephone/Telecommunications		1,705	1,695	1,579	1,609	1,643	1,677
13	Public Information/Advertising		2,324	3,538	2,022	2,021	2,021	2,022
14	Printing, Stationery, Supplies	EXP.3.2.7	5,074	4,177	3,827	3,846	3,872	3,897
15	Postage	EXP.3.2.8	5,450	4,813	4,813	4,813	4,813	4,813
16	Regulatory/Appeal		4,408	4,137	3,737	3,807	3,807	3,807
17	Travel and Vehicle Expense		1,146	1,976	1,896	1,934	1,974	2,013
18	Driver Education Program	EXP.3.2.9	3,714	5,476	5,476	5,675	5,676	5,676
19	Grants in Lieu of Taxes		1,833	1,932	1,933	1,970	2,008	2,049
20	Furniture & Equipment	EXP.3.2.10	2,198	1,914	1,422	1,431	1,431	1,431
21	Merchant Fees & Bank Charges	EXP.3.2.11	10,036	10,119	10,584	10,583	10,584	10,584
22	Other	EXP.3.2.12	7,682	7,960	7,499	7,587	7,666	7,756
23	<b>Sub total - Other Normal Operating Expenses</b>		<b>116,405</b>	<b>123,836</b>	<b>110,615</b>	<b>109,632</b>	<b>110,417</b>	<b>111,219</b>
24	% increase / (decrease) over prior year			6.38%	-10.68%	-0.89%	0.72%	0.73%
25	Depreciation-Capital Assets		5,708	6,660	7,590	8,679	9,581	9,739
26	Amortization-Deferred Development	EXP.3.2.13	7,989	11,143	11,735	10,066	9,485	9,036
27	<b>Subtotal - Depreciation / Amortization</b>		<b>13,697</b>	<b>17,803</b>	<b>19,325</b>	<b>18,745</b>	<b>19,066</b>	<b>18,775</b>
28	% increase / (decrease) over prior year			29.98%	8.55%	-3.00%	1.71%	-1.53%
29	<b>Total Expenses</b>	EXP.3.2.14	<b>319,897</b>	<b>353,222</b>	<b>342,274</b>	<b>348,543</b>	<b>357,533</b>	<b>366,219</b>

Overall corporate normal operating expenses in 2023/24 BF are expected to be approximately \$33.3 million higher than 2022/23 actual expenses. This is primarily due to expected increases in salaries costs and amortization expense. Detailed variance explanations are provided in the sections that follow.

- 1 Figure EXP-9 provides a reference for the largest expense categories and the
- 2 categories with significant variances versus the 2023 GRA. Appendix 5 – 10-year
- 3 Summary Corporate Normal Operating Expenses and Appendix 7 – 2023 versus 2024
- 4 GRA Comparative contain expanded analyses of all Corporate Normal Operating
- 5 expenses.

# TAB 9

## Appendix 2: Summary of Basic Expenses by Category

**Figure EXP App 2- 1 Normal Operations**

Line No.	Expense (\$000's, except where noted)	Claims					Operating					Road Safety				
		2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F
1	Compensation - Salaries	68,537	68,738	70,627	69,845	72,204	31,178	35,771	39,723	39,215	40,528	1,534	1,600	1,573	1,549	1,600
2	Compensation - Overtime	1,106	1,316	1,085	988	1,000	268	392	351	320	323	11	3	4	4	4
3	Compensation - Benefits	17,060	16,582	16,947	16,224	16,426	7,848	8,980	9,762	9,329	9,443	339	322	313	298	302
4	Compensation - H & E Tax	1,530	1,536	1,617	1,657	1,651	704	831	931	952	948	30	30	30	30	30
5	Subtotal - Compensation	88,233	88,172	90,276	88,714	91,281	39,998	45,974	50,767	49,816	51,242	1,914	1,955	1,920	1,881	1,936
6	Data Processing	20,645	23,298	23,069	21,042	20,060	7,150	9,827	10,028	9,144	8,716	-	-	-	-	-
7	Special Services	7,320	8,691	6,400	4,310	4,280	2,871	4,098	6,411	4,293	4,257	72	91	269	180	179
8	Building Expenses	4,790	4,673	4,352	3,554	3,594	1,739	1,774	1,431	1,167	1,180	60	62	72	59	59
9	Safety/Loss Prevention Programs	512	474	485	433	426	-	-	-	-	-	1,930	2,459	4,464	3,983	3,916
10	Telephone/Telecommunications	1,023	894	832	755	764	443	444	434	394	398	-	-	-	-	-
11	Public Information/Advertising	3	10	12	7	7	45	30	153	188	187	2,333	1,855	2,376	1,323	1,311
12	Printing, Stationery, Supplies	679	765	416	373	371	569	641	491	444	444	20	16	22	19	19
13	Postage	358	1	1	1	1	3,099	3,236	2,864	2,792	2,768	-	-	-	-	-
14	Regulatory/Appeal	9	-	-	-	-	4	-	-	-	-	-	-	-	-	-
15	Travel and Vehicle Expense	402	574	822	771	780	80	225	470	441	446	19	19	26	24	24
16	Driver Education Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	Grants in Lieu of Taxes	1,014	972	972	949	959	363	370	319	312	315	13	13	16	16	16
18	Furniture & Equipment	1,119	1,040	777	564	562	624	684	648	470	468	-	-	-	-	-
19	Merchant Fees & Bank Charges	8	-	-	-	-	7,734	7,443	7,405	7,733	7,728	-	-	-	-	-
20	Other	825	1,064	1,573	1,348	1,349	4,499	4,621	4,008	3,784	3,800	53	66	96	88	89
21	Subtotal - Other Expenses	38,707	42,356	39,711	34,107	33,153	29,220	33,393	34,662	31,162	30,707	7,600	7,781	11,806	10,046	10,086
22	Depreciation-Capital Assets	3,235	3,028	3,349	3,725	4,222	1,140	1,120	1,141	1,268	1,438	112	90	69	77	87
23	Amortization-Deferred Development	8,160	4,158	3,478	3,200	2,404	1,756	1,458	1,700	1,706	1,343	711	704	666	123	-
24	Total	138,335	137,714	136,814	129,746	131,060	72,114	81,945	88,270	83,952	84,730	10,337	10,530	14,461	12,127	12,109
25	*Rounding may affect totals															
26	** Please refer to respective Expense Chapter sections for variance analysis															



Normal Operations (cont'd)

Line No.	Expense (\$000's, except where noted)	Regulatory Appeal					Total				
		2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F
28	Compensation - Salaries	243	280	394	398	414	101,492	106,389	112,317	111,007	114,746
29	Compensation - Overtime	2	8	3	3	3	1,387	1,719	1,443	1,315	1,330
30	Compensation - Benefits	49	57	92	90	92	25,296	25,941	27,114	25,941	26,263
32	Compensation - H & E Tax	4	5	9	9	9	2,268	2,402	2,587	2,648	2,638
33	Subtotal - Compensation	288	350	488	500	518	130,443	136,451	143,461	140,911	144,977
34	Data Processing	-	-	-	-	-	27,795	33,125	33,097	30,186	28,776
35	Special Services	1	-	-	-	-	10,264	12,780	13,080	8,783	8,716
36	Building Expenses	5	5	-	-	-	6,594	6,514	5,855	4,780	4,833
37	Safety/Loss Prevention Programs	-	-	-	-	-	2,442	2,933	4,949	4,416	4,342
38	Telephone/Telecommunications	-	-	-	-	-	1,466	1,338	1,266	1,149	1,162
39	Public Information/Advertising	-	-	-	-	-	2,381	1,895	2,541	1,518	1,505
40	Printing, Stationery, Supplies	-	-	-	-	1	1,268	1,422	929	836	835
41	Postage	-	-	-	-	-	3,457	3,237	2,865	2,793	2,769
42	Regulatory/Appeal	4,222	4,408	4,137	3,737	3,807	4,235	4,408	4,137	3,737	3,807
43	Travel and Vehicle Expense	-	1	1	1	1	501	819	1,319	1,237	1,251
44	Driver Education Program	-	-	-	-	-	3,100	3,200	4,465	4,354	4,473
45	Grants in Lieu of Taxes	1	1	-	-	-	1,391	1,356	1,307	1,277	1,290
46	Furniture & Equipment	-	-	-	-	-	1,743	1,724	1,425	1,034	1,030
47	Merchant Fees & Bank Charges	-	-	-	-	-	7,742	7,443	7,405	7,733	7,728
48	Other	-	1	1	1	1	5,377	5,752	5,678	5,221	5,239
49	Subtotal - Other Expenses	4,229	4,416	4,139	3,739	3,810	79,756	87,946	90,318	79,054	77,756
50	Depreciation-Capital Assets	3	3	-	-	-	4,490	4,241	4,559	5,070	5,747
51	Amortization-Deferred Development	-	-	-	-	-	10,627	6,320	5,844	5,029	3,747
53	Total	4,530	4,769	4,637	4,239	4,328	225,316	234,958	244,182	230,064	232,227
54	**Rounding may affect totals										

Figure EXP App 2- 2 Improvement Initiatives

5 Year Summary of Basic Expenses by Category - Initiative Expenses

Line No.	Expense (\$'000's, except where noted)	Claims			Operating			Road Safety						
		2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F			
1	Compensation - Salaries	456	228	1,426	741	(1,893)	226	121	824	523	(395)	-	-	-
2	Compensation - Overtime	4	11	-	-	-	2	6	-	-	-	-	-	-
3	Compensation - Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Compensation - H & E Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Subtotal - Compensation	460	239	1,426	741	(1,893)	228	127	824	523	(395)	-	-	-
6	Data Processing	7,294	7,912	17,663	16,081	17,830	3,514	4,234	9,258	8,975	10,120	-	-	-
7	Special Services	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Building Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Safety/Loss Prevention Programs	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Telephone/Telecommunications	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Public Information/Advertising	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Printing, Stationery, Supplies	11	-	7	-	-	5	-	-	-	-	-	-	-
13	Postage	-	-	-	(25)	(69)	-	-	-	(8)	(20)	-	-	-
14	Regulatory/Appeal	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Travel and Vehicle Expense	2	1	1	1	1	1	-	-	-	-	-	-	-
16	Driver Education Program	-	-	-	-	-	-	-	-	-	-	-	-	-
17	Grants in Lieu of Taxes	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Furniture & Equipment	52	385	-	-	-	25	212	-	-	-	-	-	-
19	Merchant Fees & Bank Charges	-	-	-	-	-	-	-	-	-	-	-	-	-
20	Other	123	14	8	(109)	(121)	58	8	5	(38)	(41)	-	-	-
21	Subtotal - Other Expenses	7,482	8,312	17,682	15,948	17,641	3,603	4,454	9,263	8,929	10,059	-	-	-
22	Depreciation-Capital Assets	-	-	-	-	-	-	-	-	-	-	-	-	-
23	Amortization-Deferred Development	-	-	-	-	761	-	-	-	-	436	-	-	-
24	Total	7,942	8,551	19,108	16,689	16,509	3,831	4,581	10,087	9,452	10,100	-	-	-
25	*Rounding may affect totals													

Improvement Initiatives (cont'd)

Line No.	Expense (\$000's, except where noted)	Regulatory Appeal					Total				
		2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F
27		-	-	-	-	-	682	349	2,250	1,264	(2,288)
28	Compensation - Salaries	-	-	-	-	-	6	17	-	-	-
29	Compensation - Overtime	-	-	-	-	-	-	-	-	-	-
30	Compensation - Benefits	-	-	-	-	-	-	-	-	-	-
31	Compensation - H & E Tax	-	-	-	-	-	-	-	-	-	-
32	Subtotal - Compensation	-	-	-	-	-	688	366	2,250	1,264	(2,288)
33	Data Processing	-	-	-	-	-	10,808	12,146	26,921	25,056	27,950
34	Special Services	-	-	-	-	-	-	-	-	-	-
35	Building Expenses	-	-	-	-	-	-	-	-	-	-
36	Safety/Loss Prevention Programs	-	-	-	-	-	-	-	-	-	-
37	Telephone/Telecommunications	-	-	-	-	-	-	-	-	-	-
38	Public Information/Advertising	-	-	-	-	-	-	-	3	-	-
39	Printing, Stationery, Supplies	-	-	-	-	-	16	-	7	-	-
40	Postage	-	-	-	-	-	-	-	-	(33)	(89)
41	Regulatory/Appeal	-	-	-	-	-	-	-	-	-	-
42	Travel and Vehicle Expense	-	-	-	-	-	3	1	1	1	1
43	Driver Education Program	-	-	-	-	-	-	-	-	-	-
44	Grants in Lieu of Taxes	-	-	-	-	-	-	-	-	-	-
45	Furniture & Equipment	-	-	-	-	-	77	597	-	-	-
46	Merchant Fees & Bank Charges	-	-	-	-	-	-	-	-	-	-
47	Other	-	-	-	-	-	181	22	13	(147)	(162)
48	Subtotal - Other Expenses	-	-	-	-	-	11,085	12,766	26,945	24,877	27,700
49	Depreciation-Capital Assets	-	-	-	-	-	-	-	-	-	-
50	Amortization-Deferred Development	-	-	-	-	-	-	-	-	-	1,197
51	Total	-	-	-	-	-	11,773	13,132	29,195	26,141	26,609
52	*Rounding may affect totals	-	-	-	-	-	-	-	-	-	-

**Figure EXP App 2- 3 Total**

5 Year Summary of Basic Expenses by Category - Total Expenses

Line No.	Expense	Claims					Operating					Road Safety				
		2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F
1	(8000's, except where noted)															
2	Compensation - Salaries	68,693	68,966	72,053	70,586	70,311	31,404	35,892	40,547	39,738	40,133	1,534	1,600	1,573	1,549	1,600
3	Compensation - Overtime	1,110	1,327	1,085	988	1,000	270	398	351	320	323	11	3	4	4	4
4	Compensation - Benefits	17,060	16,582	16,947	16,224	16,426	7,848	8,980	9,762	9,329	9,443	339	322	313	298	302
5	Compensation - H & E Tax	1,530	1,536	1,617	1,657	1,651	704	831	931	952	948	30	30	30	30	30
6	<b>Subtotal - Compensation</b>	<b>88,693</b>	<b>88,411</b>	<b>91,702</b>	<b>89,455</b>	<b>89,388</b>	<b>40,226</b>	<b>46,101</b>	<b>51,591</b>	<b>50,339</b>	<b>50,847</b>	<b>1,914</b>	<b>1,955</b>	<b>1,920</b>	<b>1,881</b>	<b>1,936</b>
7	Data Processing	27,939	31,210	40,732	37,123	37,890	10,664	14,061	19,286	18,119	18,836	-	-	-	-	-
8	Special Services	7,320	6,591	6,400	4,310	4,280	2,871	4,088	6,411	4,293	4,257	72	91	269	180	179
9	Building Expenses	4,790	4,673	4,352	3,554	3,594	1,739	1,774	1,431	1,167	1,180	60	62	72	59	59
10	Safety/Loss Prevention Programs	512	474	485	433	426	-	-	-	-	-	1,930	2,459	4,464	3,963	3,916
11	Telephone/Telecommunications	1,023	894	832	755	764	443	444	434	394	398	-	-	-	-	-
12	Public Information/Advertising	3	10	15	7	7	45	30	153	188	187	2,333	1,855	2,376	1,323	1,311
13	Printing, Stationery, Supplies	690	765	423	373	371	574	641	481	444	444	20	16	22	19	19
14	Postage	358	1	1	(24)	(68)	3,099	3,236	2,854	2,784	2,748	-	-	-	-	-
15	Regulatory/Appeal	9	-	-	-	-	4	-	-	-	-	-	-	-	-	-
16	Travel and Vehicle Expense	404	575	823	772	781	81	225	470	441	446	19	19	26	24	24
17	Driver Education Program	-	-	-	-	-	-	-	-	-	-	3,100	3,200	4,465	4,364	4,473
18	Grants in Lieu of Taxes	1,014	972	972	949	959	363	370	319	312	315	13	13	16	16	16
19	Furniture & Equipment	1,171	1,425	777	564	552	649	896	648	470	468	-	-	-	-	-
20	Merchant Fees & Bank Charges	8	-	-	-	-	7,734	7,443	7,405	7,733	7,728	-	-	-	-	-
21	Other	948	1,078	1,581	1,239	1,228	4,557	4,629	4,013	3,746	3,759	53	66	96	88	89
22	<b>Subtotal - Other Expenses</b>	<b>46,189</b>	<b>50,668</b>	<b>57,393</b>	<b>50,055</b>	<b>50,794</b>	<b>32,823</b>	<b>37,847</b>	<b>43,925</b>	<b>40,091</b>	<b>40,766</b>	<b>7,600</b>	<b>7,781</b>	<b>11,806</b>	<b>10,046</b>	<b>10,086</b>
23	Depreciation-Capital Assets	3,235	3,028	3,349	3,725	4,222	1,140	1,120	1,141	1,268	1,438	112	90	69	77	87
24	Amortization-Deferred Development	8,160	4,158	3,478	3,200	3,165	1,756	1,458	1,700	1,706	1,779	711	704	666	123	-
25	<b>Total</b>	<b>146,277</b>	<b>146,265</b>	<b>155,922</b>	<b>146,435</b>	<b>147,569</b>	<b>75,945</b>	<b>86,526</b>	<b>98,357</b>	<b>93,404</b>	<b>94,830</b>	<b>10,337</b>	<b>10,530</b>	<b>14,461</b>	<b>12,127</b>	<b>12,109</b>
26	*Rounding may affect totals															
27	** Please refer to respective Expense Chapter sections for variance analysis															

**Total (cont'd)**

Line No.	Expense	Regulatory Appeal				Total				
		2021/22A	2022/23A	2023/24BF	2024/25F	2021/22A	2022/23A	2023/24BF	2024/25F	2025/26F
28	(\$000's, except where noted)									
29	Compensation - Salaries	243	280	394	398	102,174	106,738	114,567	112,271	112,458
30	Compensation - Overtime	2	8	3	3	1,393	1,736	1,443	1,315	1,330
31	Compensation - Benefits	49	57	92	90	25,296	25,941	27,114	25,941	26,263
32	Compensation - H & E Tax	4	5	9	9	2,268	2,402	2,587	2,648	2,638
33	<b>Subtotal - Compensation</b>	<b>298</b>	<b>350</b>	<b>498</b>	<b>500</b>	<b>131,131</b>	<b>136,817</b>	<b>145,711</b>	<b>142,175</b>	<b>142,689</b>
34	Data Processing	-	-	-	-	38,603	45,271	60,018	55,242	56,726
35	Special Services	1	-	-	-	10,264	12,780	13,080	8,783	8,716
36	Building Expenses	5	5	-	-	6,594	6,514	5,855	4,780	4,833
37	Safety/Loss Prevention Programs	-	-	-	-	2,442	2,933	4,949	4,416	4,342
38	Telephone/Telecommunications	-	-	-	-	1,466	1,338	1,266	1,149	1,162
39	Public Information/Advertising	-	-	-	-	2,381	1,895	2,544	1,518	1,505
40	Printing, Stationery, Supplies	-	-	-	-	1,284	1,422	936	836	835
41	Postage	-	-	-	-	3,457	3,237	2,865	2,760	2,680
42	Regulatory/Appeal	4,222	4,408	4,137	3,737	4,235	4,408	4,137	3,737	3,807
43	Travel and Vehicle Expense	-	1	1	1	504	820	1,320	1,238	1,252
44	Driver Education Program	-	-	-	-	3,100	3,200	4,465	4,354	4,473
45	Grants in Lieu of Taxes	1	1	-	-	1,391	1,356	1,307	1,277	1,290
46	Furniture & Equipment	-	-	-	-	1,820	2,321	1,425	1,034	1,030
47	Merchant Fees & Bank Charges	-	-	-	-	7,742	7,443	7,405	7,733	7,728
48	Other	-	1	1	1	5,558	5,774	5,691	5,074	5,077
49	<b>Subtotal - Other Expenses</b>	<b>4,229</b>	<b>4,416</b>	<b>4,139</b>	<b>3,739</b>	<b>90,841</b>	<b>100,712</b>	<b>117,263</b>	<b>103,931</b>	<b>105,456</b>
50	Depreciation-Capital Assets	3	3	-	-	4,490	4,241	4,559	5,070	5,747
51	Amortization-Deferred Development	-	-	-	-	10,627	6,320	5,844	5,029	4,944
52	<b>Total</b>	<b>4,530</b>	<b>4,769</b>	<b>4,637</b>	<b>4,239</b>	<b>237,089</b>	<b>248,090</b>	<b>273,377</b>	<b>256,205</b>	<b>258,836</b>
53	*Rounding may affect totals									

**TAB 10**

### Appendix 18: Basic Deferred Development and Amortization Costs

Figure EXP App 18- 1 Basic Deferred Development and Amortization Costs

Line No.	Project (C\$000s, except where noted)	2018/19A	2019/20A*	2020/21A	2021/22A	2022/23A	2023/24F	2024/25F	2025/26F	2026/27F	2027/28F
1	High School Driver Education Phase 3	1,916	407	-	-	-	-	-	-	-	-
2	High School Driver Education Phase 4	14	582	44	-	-	-	-	-	-	-
3	InforLawson Upgrade	340	-	-	-	-	-	-	-	-	-
4	Corporate Learning Management	421	-	-	-	-	-	-	-	-	-
5	Information Security Strategy and Road Map Phase 2	56	-	-	-	-	-	-	-	-	-
6	Technology Risk Management - 2017	1,123	(1)	-	-	-	-	-	-	-	-
7	Technology Risk Management - 2018	2,932	1,151	473	-	-	-	-	-	-	-
8	Technology Risk Management - 2019	-	526	964	75	1	-	-	-	-	-
9	Technology Risk Management - 2020	-	-	1,084	584	236	-	-	-	-	-
10	Technology Risk Management - 2021	-	-	-	284	12	-	-	-	-	-
11	Appointment Manager	45	-	-	-	-	-	-	-	-	-
12	Customer Claims Reporting System	714	-	-	-	-	-	-	-	-	-
13	Enhanced DR Capabilities	767	-	-	-	-	-	-	-	-	-
14	Partner Portal	6	-	-	-	-	-	-	-	-	-
15	Financial Re-engineering Initiative	-	640	975	5	(8)	-	-	-	-	-
16	Customer Self Service	2,373	87	-	-	-	-	-	-	-	-
17	Credit Card Strategy	1,897	1,114	-	-	-	-	-	-	-	-
18	Nova	-	-	5,607	16,487	4,894	11,545	7,480	2,579	-	-
19	Information Security Maturity	-	280	1,288	1,288	668	-	-	-	-	-
20	Microsoft 365	-	-	671	859	(44)	-	-	-	-	-
21	Total Loss	-	1,371	(109)	-	-	-	-	-	-	-
22	HRMS Optimization - Phase 1	-	-	49	65	-	-	-	-	-	-
23	Salvage Management System	-	117	398	-	-	-	-	-	-	-
24	CERP - Additional Product Changes	-	124	123	1	-	-	-	-	-	-
25	Year 1 Data and Analytics Spend	-	-	-	836	519	-	-	-	-	-
26	Total Deferred Development Costs	12,584	6,408	11,577	20,474	6,248	11,545	7,480	2,579	-	-
27	Impairment of Deferred Development	-	(18,678)	(2,686)	(1,501)	(776)	(210)	(969)	-	-	-
28											

Basic Deferred Development and Amortization Costs (cont'd)

Line	Project	2018/19A	2019/20A*	2020/21A	2021/22A	2022/23A	2023/24F	2024/25F	2025/26F	2026/27F	2027/28F
29	(C\$000s, except where noted)										
30	IT Optimization	1,895	-	-	-	-	-	-	-	-	-
31	Disaster Recovery	2,557	-	-	-	-	-	-	-	-	-
32	HR Management System Phase 1 & 2	2,182	-	-	-	-	-	-	-	-	-
33	Physical Damage Re-Engineering Phase 1 & 2	381	381	-	-	-	-	-	-	-	-
34	PDR Opt Repair - Collaborative Estimating & JSST	1,995	2,149	1,820	-	-	-	-	-	-	-
35	PDR Opt Repair - Distributed Estimating	967	1,046	966	-	-	-	-	-	-	-
36	Physical Damage Re-Engineering Main/Phase 3	2,182	2,361	2,181	-	-	-	-	-	-	-
37	B3 Fineos Upgrade 2016	952	991	-	-	-	-	-	-	-	-
38	Enterprise Data Masking	476	516	429	-	-	-	-	-	-	-
39	High School Driver Education Phase 3	-	535	583	576	564	545	545	-	-	-
40	High School Driver Education Phase 4	-	40	134	128	128	121	81	-	-	-
41	Infor/Lawson Upgrade	673	808	794	773	-	-	-	-	-	-
42	ITO - High Availability	1,425	1,544	1,284	-	-	-	-	-	-	-
43	Legal Management Project	426	462	384	-	-	-	-	-	-	-
44	Predictive Analytics	355	385	320	-	-	-	-	-	-	-
45	Corporate Learning Management	547	593	538	524	-	-	-	-	-	-
46	Physical Damage - Centre of Excellence	143	153	143	141	-	-	-	-	-	-
47	Information Security Strategy and Road Map Phase 1	549	594	539	-	-	-	-	-	-	-
48	Information Security Strategy and Road Map Phase 2	461	500	453	441	-	-	-	-	-	-
49	Technology Risk Management - 2016/17	385	417	378	-	-	-	-	-	-	-
50	Technology Risk Management - 2017	418	778	706	687	638	182	-	-	-	-
51	Technology Risk Management - 2018	-	57	673	742	718	700	645	-	-	-
52	Technology Risk Management - 2019	-	-	-	108	106	103	103	103	-	-
53	Technology Risk Management - 2020	-	-	-	-	58	227	227	227	227	132
54	Appointment Manager	268	290	268	268	-	-	-	-	-	-
55	Enhanced DR Capabilities	-	356	328	329	327	154	-	-	-	-
56	Partner Portal	471	510	471	472	-	-	-	-	-	-
57	Financial Re-engineering Initiative	-	-	-	338	329	320	320	265	-	-
58	Customer Self Service	-	331	391	380	371	362	60	-	-	-
59	Credit Card Strategy	-	321	558	543	530	517	43	-	-	-



**Basic Deferred Development and Amortization Costs (cont'd)**

Line No.	Project (C\$000s, except where noted)	2016/17A	2017/18A	2018/19A	2019/20A*	2020/21A	2021/22A	2022/23F	2023/24F	2024/25F	2025/26F
60	Nova**	-	-	-	-	-	229	392	1,589	3,264	3,264
61	Information Security Maturity	-	-	-	-	-	598	598	598	598	598
62	Total Loss	-	145	251	267	266	263	131	-	-	-
63	Salvage Management System	-	-	-	102	100	96	96	66	-	-
64	Microsoft 365	-	-	-	-	-	294	294	294	294	-
65	<b>Total Amortization Costs</b>	<b>19,850</b>	<b>16,263</b>	<b>14,592</b>	<b>6,819</b>	<b>4,133</b>	<b>4,711</b>	<b>3,535</b>	<b>3,142</b>	<b>4,383</b>	<b>3,994</b>

\*2019/20A Amortization Costs are expensed over 13 periods

\*\*Nova Costs are expensed over 10 periods

**TAB 11**

**Figure EXP- 13 Corporate Annual Salary – Normal Operations**

Line No.	Fiscal Year	Corporate Annual Salary	Change from Prior Year	Change (%)	Average Actual FTE	Average Salary per FTE	Change (%)
1	<i>(C\$000s, except where noted)</i>						
2	2017/18	126,504	(1,257)	-0.98%	1,863.5	67.98	1.04%
3	2018/19	125,184	(1,320)	-1.04%	1,772.7	70.62	3.88%
4	2019/20	130,033	4,850	3.87%	1,808.6	71.90	1.81%
5	2020/21	127,598	(2,435)	-1.87%	1,766.7	72.22	0.45%
6	2021/22	133,515	5,917	4.64%	1,815.3	73.55	1.84%
7	2022/23	143,004	9,489	7.11%	1,947.8	73.42	-0.18%

**Figure EXP- 14 Corporate Annual Salary Changes – Normal Operations**

Line No.	Fiscal Year	Change due to Economic Increase	Change due to Step in scale increase	Total Change due to Salary Rate Change	Change due to Salary FTE and other changes	Total Salary Increase	Change in Average Actual FTE	Change in Average Salary per FTE (\$)
1	<i>(C\$000s, except where noted)</i>							
2	2017/18	2,214	2,236	4,450	(5,706)	(1,257)	(38.0)	0.70
3	2018/19	2,504	2,181	4,684	(6,004)	(1,320)	(90.8)	2.64
4	2019/20	2,191	2,191	4,381	469	4,850	35.9	1.28
5	2020/21	1,300	2,276	3,576	(6,011)	(2,435)	(41.9)	0.33
6	2021/22	0	2,233	2,233	3,684	5,917	48.6	1.33
7	2022/23	2,337	2,337	4,673	4,816	9,489	132.5	(0.13)

The figures above provide a detailed analysis of the year-over-year changes as they relate to normal operation salary expenses for the period from 2017/18 to 2022/23.

1 *Figure EXP-13* illustrates the year-over-year salary dollar and percentage changes  
 2 along with the corresponding dollar and percentage changes in average salary. The  
 3 figure indicates in 2022/23, the Corporate Annual Salary change was a 7.11%  
 4 increase or approximately \$9.5 million greater versus 2021/22, while the change in  
 5 the Average Salary per FTE decreased by 2.55% as compared to the prior year.

6 *Figure EXP-14* provides an analysis and composition of the factors which impact the  
 7 change in total normal operations salary expenses over the last 6 years. Annually the  
 8 majority of increased growth is attributable to economic and step-in-scale increases  
 9 with the remaining variance attributable to FTE and other changes. Based on staff  
 10 position fulfillment, MPI experienced an increase in the active FTE composition by 49  
 11 in 2021/22, followed by an increase of 180 in 2022/23

### Appendix 11: Staffing Levels by Category (Corporate 2023/24)

1 The following figure shows total corporate staffing levels budget by category. The first  
2 three schedules in the figure list staffing levels by normal operations, specialty  
3 programs and improvement initiatives. The final schedule lists staffing levels budget  
4 on a consolidated basis for the 2022/23 period.

**Figure EXP App 11- 2 Staffing Levels by Category**

NORMAL OPERATIONS STAFFING LEVELS  
2023/24 Total Budget (FTE)

Line No.	CATEGORY	Actuarial, Investments & Risk	Legal & Compliance	Customer	Finance	People & Culture	Information & Technology	Executive	Operations	Digital & Transformation	Total
1	Management	11.0	5.0	14.0	22.0	9.0	27.0	9.0	65.0	11.0	173.0
2	Supervisory	0.0	1.0	2.0	18.0	2.0	37.0	0.0	125.0	9.0	194.0
3	Technical/Professional	26.0	24.0	42.9	83.0	38.0	247.6	0.0	654.7	53.0	1,169.2
4	Clerical	0.0	4.0	1.0	28.0	0.0	8.0	0.0	466.6	3.0	510.6
5	Student/Intern	-	-	-	-	-	-	-	-	-	0.0
6	<b>Total</b>	<b>37.0</b>	<b>34.0</b>	<b>59.9</b>	<b>151.0</b>	<b>49.0</b>	<b>319.6</b>	<b>9.0</b>	<b>1,311.3</b>	<b>76.0</b>	<b>2,046.8</b>

SPECIALTY PROGRAMS STAFFING LEVELS  
2023/24 Total Budget (FTE)

Line No.	CATEGORY	Actuarial, Investments & Risk	Legal & Compliance	Customer	Finance	People & Culture	Information & Technology	Executive	Operations	Digital & Transformation	Total
12	Management	-	-	-	-	-	-	-	-	-	-
13	Supervisory	-	-	-	-	-	-	-	-	-	-
14	Technical/Professional	-	-	-	-	3.0	2.0	-	-	-	5.0
15	Clerical	-	-	-	2.0	-	-	-	-	-	2.0
16	Student/Intern	-	-	2.00	-	-	-	-	-	-	2.0
17	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>3.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>

IMPROVEMENT INITIATIVE STAFFING LEVELS  
2023/24 Total Budget (FTE)

Line No.	CATEGORY	Actuarial, Investments & Risk	Legal & Compliance	Customer	Finance	People & Culture	Information & Technology	Executive	Operations	Digital & Transformation	Total
23	Management	-	-	-	-	-	9.0	-	-	-	9.0
24	Supervisory	-	-	-	-	-	-	-	-	-	-
25	Technical/Professional	-	-	-	-	-	86.0	-	-	-	86.0
26	Clerical	-	-	-	-	-	-	-	-	-	-
27	Student/Intern	-	-	-	-	-	-	-	-	-	0.0
28	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.0</b>

**Staffing Levels by Category (cont'd)**

Line No.	CORPORATE STAFFING LEVELS 2023/24 Total Budget (FTE)									
	Actuarial, Investments & Risk	Legal & Compliance	Customer	Finance	People & Culture	Information & Technology	Executive	Operations	Digital & Transformation	Total
29										
30										
31	<b>CATEGORY</b>									
32	Management	11.0	5.0	14.0	22.0	9.0	36.0	9.0	65.0	11.0 182.0
33	Supervisory	-	1.0	2.0	18.0	2.0	37.0	-	125.0	9.0 194.0
34	Technical/Professional	26.0	24.0	42.9	83.0	41.0	335.6	-	654.7	53.0 1,260.2
35	Clerical	-	4.0	1.0	30.0	-	8.0	-	466.6	3.0 512.6
36	Student/Intern	-	-	2.0	-	-	-	-	-	- 2.0
37	<b>Total</b>	<b>37.0</b>	<b>34.0</b>	<b>61.9</b>	<b>153.0</b>	<b>52.0</b>	<b>416.6</b>	<b>9.0</b>	<b>1,311.3</b>	<b>76.0 2,150.8</b>

**TAB 12**

Figure EXP- 42 Basic Capital Expenditures by Project

Line No.	Project	LTD Actual*	2023/24F	2024/25F	2025/26F	2026/27F	2027/28F
1	(C\$000s, except where noted)						
2	Deferred Development	23,818	11,545	7,480	2,579	-	-
3	Capital Depreciation	-	-	-	-	-	-
4	Expense	17,159	2,164	2,528	1,099	342	503
5	Nova	40,977	13,709	10,008	3,678	342	503
6	Deferred Development	-	-	-	-	-	-
7	Capital Depreciation	-	-	-	-	-	-
8	Expense	1,798	8,624	6,879	5,590	-	-
9	Nova - ongoing ops	1,798	8,624	6,879	5,590	-	-
10	Deferred Development	1,561	-	-	-	-	-
11	Capital Depreciation	-	-	-	-	-	-
12	Expense	1,568	-	-	-	-	-
13	Technology Risk Management - 2019	3,129	-	-	-	-	-
14	Deferred Development	1,148	-	-	-	-	-
15	Capital Depreciation	-	-	-	-	-	-
16	Expense	1,593	-	-	-	-	-
17	Technology Risk Management - 2020	2,741	-	-	-	-	-
18	Deferred Development	1	-	-	-	-	-
19	Capital Depreciation	-	-	-	-	-	-
20	Expense	1,936	441	-	-	-	-
21	Technology Risk Management - 2021	1,937	441	-	-	-	-
22	Deferred Development	-	-	-	-	-	-
23	Capital Depreciation	-	-	-	-	-	-
24	Expense	1,343	733	-	-	-	-
25	Technology Risk Management - 2022	1,343	733	-	-	-	-
26	Deferred Development	-	-	-	-	-	-
27	Capital Depreciation	-	-	-	-	-	-
28	Expense	-	2,168	-	-	-	-
29	Technology Risk Management - 2023	-	2,168	-	-	-	-
30	Deferred Development	-	-	-	-	-	-
31	Capital Depreciation	-	-	-	-	-	-
32	Expense	-	-	2,863	-	-	-
33	Technology Risk Management - 2024	-	-	2,863	-	-	-
34	Deferred Development	-	-	-	-	-	-
35	Capital Depreciation	-	-	-	-	-	-
36	Expense	-	-	-	3,341	-	-
37	Technology Risk Management - 2025	-	-	-	3,341	-	-
38	Deferred Development	-	-	-	-	-	-
39	Capital Depreciation	-	-	-	-	-	-
40	Expense	-	-	-	-	3,341	-
41	Technology Risk Management - 2026	-	-	-	-	3,341	-

**Basic Capital Expenditures by Project (cont'd)**

Line No.	Project	LTD Actual*	2021/22F	2022/23F	2023/24F	2024/25F	2025/26F
42	(C\$000s, except where noted)						
43	Deferred Development	3,017	-	-	-	-	-
44	Capital Depreciation	-	-	-	-	-	-
45	Expense	1,003	-	-	-	-	-
46	Information Security Maturity	4,020	-	-	-	-	-
47	Deferred Development	1,613	-	-	-	-	-
48	Capital Depreciation	-	-	-	-	-	-
49	Expense	-	-	-	-	-	-
50	Finance Re-Engineering Initiative	1,613	-	-	-	-	-
51	Deferred Development	1,486	-	-	-	-	-
52	Capital Depreciation	-	-	-	-	-	-
53	Expense	610	-	-	-	-	-
54	Microsoft 365	2,096	-	-	-	-	-
55	Deferred Development	-	-	-	-	-	-
56	Capital Depreciation	-	-	-	-	-	-
57	Expense	324	52	-	-	-	-
58	HRMS Optimization - Phase 1	324	52	-	-	-	-
59	Deferred Development	-	-	-	-	-	-
60	Capital Depreciation	-	-	-	-	-	-
61	Expense	72	26	-	-	-	-
62	Claims Dispute Tribunal	72	26	-	-	-	-
63	Deferred Development	-	-	-	-	-	-
64	Capital Depreciation	-	-	-	-	-	-
65	Expense	257	-	-	-	-	-
66	eTransfer Capability	257	-	-	-	-	-
67	Deferred Development	-	-	-	-	-	-
68	Capital Depreciation	-	-	-	-	-	-
69	Expense	441	2,079	1,781	2,079	-	-
70	Digital Culture (M365 & Remote work)	441	2,079	1,781	2,079	-	-
71	Deferred Development	-	-	-	-	-	-
72	Capital Depreciation	-	-	-	-	-	-
73	Expense	468	2,331	1,997	2,331	-	-
74	Data & Analytics	468	2,331	1,997	2,331	-	-
75	Deferred Development	-	-	-	-	-	-
76	Capital Depreciation	-	-	-	-	-	-
77	Expense	1,069	2,931	191	223	-	-
78	Cloud Adoption	1,069	2,931	191	223	-	-
79	Deferred Development	-	-	-	-	-	-
80	Capital Depreciation	-	-	-	-	-	-
81	Expense	1,468	-	-	-	-	-
82	Knowledge Platforms and Content Management	1,468	-	-	-	-	-



**Basic Capital Expenditures by Project (cont'd)**

Line No.	Project	LTD Actual*	2021/22F	2022/23F	2023/24F	2024/25F	2025/26F	
83	(C\$000s, except where noted)							
84	Deferred Development	-	-	-	-	-	-	
85	Capital Depreciation	-	-	-	-	-	-	
86	Expense	-	1,262	1,081	1,262	-	-	
87	Enterprise Content Management	-	1,262	1,081	1,262	-	-	
88	Deferred Development	-	-	-	-	-	-	
89	Capital Depreciation	-	-	-	-	-	-	
90	Expense	-	2,933	2,513	2,933	-	-	
91	Partners & Customers Experience	-	2,933	2,513	2,933	-	-	
92	Deferred Development	-	-	-	-	-	-	
93	Capital Depreciation	-	-	-	-	-	-	
94	Expense	-	94	334	2,562	-	-	
95	HR and Finance New Technology	-	94	334	2,562	-	-	
96	Deferred Development	-	-	-	-	-	-	
97	Capital Depreciation	-	-	-	-	-	-	
98	Expense	822	-	-	-	-	-	
99	eSignature	822	-	-	-	-	-	
100	Deferred Development	-	-	-	-	-	-	
101	Capital Depreciation	-	-	-	-	-	-	
102	Expense	38	-	-	-	-	-	
103	eCash Payment Capability and Direct Deposit	38	-	-	-	-	-	
104	Deferred Development	-	-	-	-	-	-	
105	Capital Depreciation	-	-	-	-	-	-	
106	Expense	1,717	2,577	2,226	2,599	-	-	
107	Innovation Funding	1,717	2,577	2,226	2,599	-	-	
108	Deferred Development	-	-	-	-	-	-	
109	Capital Depreciation	-	-	-	-	-	-	
110	Expense	9,887	-	-	-	-	-	
111	Insertions of Work	9,887	-	-	-	-	-	
112	Deferred Development	-	-	-	-	-	-	
113	Capital Depreciation	-	-	-	-	-	-	
114	Expense	-	780	668	780	-	-	
115	Government Insertions	-	780	668	780	-	-	
116	<b>Total SPM / NOVA Project Costs</b>	<b>76,217</b>	<b>40,740</b>	<b>30,541</b>	<b>27,378</b>	<b>3,683</b>	<b>503</b>	
117	*LTD actual are expenditures from 2018/19 to 2022/23 for current projects only.							

1 The above figure illustrates the overall costs associated with current approved projects  
 2 over the forecast period that will have an impact on the Basic program. For a  
 3 comparative view of LPM Project costs forecasted for the 2024 GRA and the 2023 GRA,  
 4 please see *Appendix 17 – Basic’s Deferred Development and Amortization Costs*.

**TAB 13**

**Appendix 4**  
**Transfers between Extension and DVA**

<b>(\$000s)</b>	<b>Retained Earnings Transferred from Extension to DVA</b>	<b>Retained Earnings Transferred from Extension to Basic</b>
2004/05	-	4,287
2005/06	125	11,031
2006/07	6,090	-
2007/08	10,856	-
2008/09	17,998	-
2009/10	27,552	-
2010/11	27,678	-
2011/12	27,781	-
2012/13	4,500	-
2013/14	12,087	-
2014/15	-	75,500
2015/16	(577)	72,729
2016/17	-	27,825
2017/18	-	37,300
2018/19	-	60,000
2019/20	-	-
2020/21	60,000	-
2021/22	57,000	-
2022/23	-	34,000
<b>Total</b>	<b>251,090</b>	<b>322,672</b>

**TAB 14**

Figure INV- 1 Summary of Basic Line of Business Investment Income

Line No.	Asset Class	Reference Section #	2017/18 Actual	2018/19 Actual	2019/20 Actual	2020/21 Actual	2021/22 Actual	2022/23 Actual	2023/24 Budget	2024/25 Forecast	2025/26 Forecast	2026/27 Forecast	2027/28 Forecast	2028/29 Forecast
1	(CS000s, except where noted)													
2	Interest Income During Period													
3	Cash/Short Term Investments	INV.3	565	2,192	3,641	454	93	5,017	1,726	135	256	389	533	711
4	Provincial Bonds	INV.4	34,147	32,514	80,710	84,694	81,430	85,604	37,238	31,748	32,607	34,047	35,920	37,679
5	Corporate Bonds	INV.4	-	3,702	-	-	-	-	28,306	31,910	33,675	35,763	37,530	39,066
6	MUSH	INV.5	25,349	24,950	-	-	-	-	16,997	14,592	13,749	12,882	12,123	11,526
7	Private Debt	INV.9	-	-	1,254	2,998	4,800	4,393	8,951	10,784	11,210	12,320	13,329	15,161
8	Commercial Mortgages	INV.10	-	-	-	-	-	-	1,564	3,435	3,780	4,061	4,290	4,476
8	<b>Total</b>		<b>60,060</b>	<b>63,358</b>	<b>85,604</b>	<b>88,146</b>	<b>86,323</b>	<b>95,014</b>	<b>94,782</b>	<b>92,604</b>	<b>95,276</b>	<b>99,462</b>	<b>103,726</b>	<b>108,619</b>
9	Dividend and other Income													
10	Canadian Equities	INV.6	7,774	8,781	3,097	3,080	5,258	3,958	3,628	4,417	5,048	5,385	6,183	7,029
11	US/Global Equities	INV.7	2,619	2,996	797	1,019	3,578	1,200	1,758	1,995	2,304	2,457	2,814	3,193
12	Global Low Volatility	INV.7	-	-	2,182	-	-	-	1,694	1,988	2,288	2,433	2,781	3,149
13	Investment Properties (CityPlace)	INV.8	2,972	3,094	1,390	(765)	148	291	359	367	374	382	389	397
14	Infrastructure	INV.9	1,731	11,533	2,620	1,621	1,961	999	1,885	1,899	1,981	2,060	2,196	2,412
16	<b>Total</b>		<b>15,096</b>	<b>25,404</b>	<b>10,086</b>	<b>4,955</b>	<b>10,945</b>	<b>6,448</b>	<b>9,325</b>	<b>10,666</b>	<b>11,995</b>	<b>12,717</b>	<b>14,364</b>	<b>16,179</b>
17	Gains During Period - Profit & Loss													
18	Marketable Bonds Unrealized Gains/(Loss)	INV.4	8,079	8,718	(16,827)	(10,645)	(123,025)	(45,539)	43,935	(402)	(381)	(278)	1,466	2,244
19	Marketable Bonds Realized Gains/(Loss)	INV.4	(3,490)	5,459	22,346	11,296	(3,975)	(70,063)	(43,403)	414	401	307	(1,428)	(2,198)
20	Private Debt Realized Gains/(Loss)						(2)							
21	Private Debt Unrealized Gains/(Loss)													
22	Canadian Equities Realized Gains	INV.6	20,060	48,239	(39,207)	1,028	5,943	22,163	1,246	334	139	1,034	170	1,387
23	Canadian Equities Unrealized Gains/(Loss)	INV.6							2,050	3,202	3,222	2,551	3,946	3,292
24	US/Global Equities Realized Gains	INV.7	4,928	56,550	572	1,561	4,807	13,203	2,241	226	91	781	111	1,146
25	US/Global Equities Unrealized Gains/(Loss)	INV.7							1,154	3,265	3,413	2,956	4,170	3,711
26	Global Low Volatility	INV.7	-	-	3,652	6,452	1,571	2,002	1,569	439	383	840	465	1,167
27	Global LV Unrealized Gains/(Loss)	INV.7							1,159	2,550	2,581	2,312	3,137	2,911
28	Real Estate	INV.8	25,058	17,443	6,516	(878)	15,342	3,257	16,494	20,165	21,225	22,093	23,607	25,729
29	Infrastructure	INV.9	5,376	1,635	7,679	1,945	111	(2,990)	7,376	7,459	7,782	8,099	8,533	9,481
30	Commercial Mortgages Unrealized Gains/(loss)	INV.10							(21)	(36)	(31)	(27)	(23)	(19)
31	Commercial Mortgages Realized Gains/(loss)	INV.10							21	36	31	27	23	19
32	<b>Total</b>		<b>60,011</b>	<b>138,046</b>	<b>(15,269)</b>	<b>10,756</b>	<b>(99,226)</b>	<b>(77,969)</b>	<b>33,960</b>	<b>37,652</b>	<b>38,856</b>	<b>40,695</b>	<b>44,278</b>	<b>48,870</b>
33	Other													
34	Investment Fees Paid	INV.11	(3,641)	(3,576)	(4,038)	(4,111)	(4,802)	(4,801)	(5,514)	(6,714)	(7,040)	(7,482)	(8,034)	(8,735)
35	Amortization of Bond Premium/Discount	INV.11	(3,069)	(3,553)	(6,083)	(6,994)	(6,962)	(4,737)	4,456	4,638	4,535	4,570	4,785	3,905
36	Pension Expense	INV.11	(11,619)	(12,170)	(10,686)	(11,249)	(11,439)	(12,581)	(11,412)	(11,688)	(11,688)	(11,688)	(11,688)	(11,688)
37	Venture Capital Income	INV.11	412	-	-	-	-	-	-	-	-	-	-	-
38	Investment Write-Down		(930)	-	-	10,022	(22,023)	(18,782)	-	-	-	-	-	-
39	<b>Total</b>		<b>(18,847)</b>	<b>(19,298)</b>	<b>(20,807)</b>	<b>(14,329)</b>	<b>(45,226)</b>	<b>(40,901)</b>	<b>(12,469)</b>	<b>(13,763)</b>	<b>(14,192)</b>	<b>(14,600)</b>	<b>(14,936)</b>	<b>(16,518)</b>
40	<b>Total Basic LOB Investment Income</b>		<b>116,320</b>	<b>208,510</b>	<b>59,614</b>	<b>89,528</b>	<b>(47,184)</b>	<b>(17,408)</b>	<b>125,598</b>	<b>127,158</b>	<b>131,935</b>	<b>138,275</b>	<b>147,432</b>	<b>157,150</b>

\*Includes pro-rata security write-downs.

**Figure INV- 2 Investment Portfolio Asset Values for the Basic Line of Business**

Line No.	Reference Section #	2017/18 Actual*	2018/19 Actual*	2019/20 Actual*	2020/21 Actual	2021/22 Actual	2022/23 Actual**	2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	2026/27 Forecast	2027/28 Forecast	2028/29 Forecast
1	<i>Ending Asset Values (C\$ 000,000's)</i>												
2	Cash/Short Term Investments	76	166	187	139	153	44	2	5	8	11	15	20
3	Provincial Bonds	984	1,111	1,199	1,230	1,036	1,181	857	883	917	981	1,035	1,093
4	Corporate Bonds	99	99	478	617	576	584	635	653	672	715	741	776
5	MUSH	527	491	520	494	468	449	374	348	322	300	279	258
6	Private Debt	0	0	79	115	137	135	188	195	214	231	262	285
7	Canadian Equities	226	267	56	110	118	81	119	126	138	149	168	182
8	US/Global Equities	124	133	107	146	139	68	82	87	95	103	116	126
9	Global LV Equities	0	0	54	82	78	62	82	87	94	102	114	124
10	Real Estate Investments	259	286	97	86	129	136	334	353	380	405	441	472
11	Infrastructure & Venture Capital	87	96	77	73	74	99	152	159	172	183	201	215
12	Commercial Mortgages							100	101	101	102	102	103
13	<b>Total Assets</b>	<b>2,381</b>	<b>2,649</b>	<b>2,853</b>	<b>3,092</b>	<b>2,909</b>	<b>2,840</b>	<b>2,927</b>	<b>2,997</b>	<b>3,113</b>	<b>3,282</b>	<b>3,474</b>	<b>3,653</b>
14	<b>Ending Rebalanced Allocations (%)</b>												
15	Cash/Short Term Investments	3.2%	6.3%	6.5%	4.5%	5.3%	1.6%	0.1%	0.2%	0.3%	0.3%	0.4%	0.5%
16	Provincial Bonds	41.3%	42.0%	42.0%	39.7%	35.6%	41.6%	29.3%	29.5%	29.4%	29.9%	29.8%	29.9%
17	Corporate Bonds	4.2%	3.7%	16.7%	19.9%	19.8%	20.6%	21.7%	21.8%	21.6%	21.8%	21.3%	21.2%
18	MUSH	22.1%	18.5%	18.2%	16.0%	16.1%	15.8%	12.8%	11.6%	10.4%	9.1%	8.0%	7.1%
19	Private Debt	0.0%	0.0%	2.8%	3.7%	4.7%	4.8%	6.4%	6.5%	6.9%	7.1%	7.5%	7.8%
20	Canadian Equities	9.5%	10.1%	2.0%	3.6%	4.1%	2.9%	4.1%	4.2%	4.4%	4.5%	4.8%	5.0%
21	US/Global Equities	5.2%	5.0%	3.7%	4.7%	4.8%	2.4%	2.8%	2.9%	3.1%	3.1%	3.3%	3.4%
22	Global LV Equities	0.0%	0.0%	1.9%	2.7%	2.7%	2.2%	2.8%	2.9%	3.0%	3.1%	3.3%	3.4%
23	Real Estate Investments	10.9%	10.8%	3.4%	2.8%	4.4%	4.8%	11.4%	11.8%	12.2%	12.3%	12.7%	12.9%
24	Infrastructure & Venture Capital	3.6%	3.6%	2.7%	2.4%	2.5%	3.5%	5.2%	5.3%	5.5%	5.6%	5.8%	5.9%
25	Commercial Mortgages							3.4%	3.4%	3.5%	3.5%	3.5%	3.5%
26	<b>Total Assets</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

\* Actual (2014/15 - 2018/19) based on long-term basic line of business allocation applied to the entire portfolio

\*\* 2019/20 and thereafter basic line of business has a segregated allocation and based on Basic Claims, RSR and pro-rata EFB asset values.

\*\*\* Investment balances reflect March 31, 2022 actuals.

Figure INV- 3 Interest Rate Forecast

Line No.	Calendar Year/ Quarter	Fiscal Year/ Quarter	91-Day T.Bill Rate		GoC 10 Yr Rate		Mrk. Bond Yield		MUSH Yield		Claims Discount Rate		91-Day T.Bill Rate		GoC 10 Yr Rate		Mrk. Bond Yield		MUSH Yield		Claims Discount Rate											
			2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA	2023 GRA	2024 GRA							
1	23-01	2023/24 Q1	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.10%	4.10%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.51%	3.51%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.59%	0.59%
2	23-02	2023/24 Q2	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.22%	4.22%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.56%	3.56%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.66%	0.66%
3	23-03	2023/24 Q3	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.25%	4.25%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.55%	3.55%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.70%	0.70%
4	23-04	2023/24 Q4	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.24%	4.24%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.55%	3.55%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.69%	0.69%
5	24-01	2024/25 Q1	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.54%	3.54%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.64%	0.64%
6	24-02	2024/25 Q2	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.54%	3.54%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.65%	0.65%
7	24-03	2024/25 Q3	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.53%	3.53%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.66%	0.66%
8	24-04	2024/25 Q4	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.53%	3.53%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.08%	-0.08%	0.66%	0.66%
9	25-01	2025/26 Q1	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.20%	4.20%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.29%	4.29%	3.52%	3.52%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.09%	-0.09%	0.66%	0.66%
10	25-02	2025/26 Q2	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.21%	4.21%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.30%	4.30%	3.52%	3.52%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.09%	-0.09%	0.67%	0.67%
11	25-03	2025/26 Q3	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.21%	4.21%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.31%	4.31%	3.51%	3.51%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.09%	-0.09%	0.68%	0.68%
12	25-04	2025/26 Q4	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.22%	4.22%	4.19%	4.19%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.32%	4.32%	3.51%	3.51%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.10%	-0.10%	0.68%	0.68%
13	26-01	2026/27 Q1	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.23%	4.23%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.30%	4.30%	3.50%	3.50%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.07%	-0.07%	0.68%	0.68%
14	26-02	2026/27 Q2	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.22%	4.22%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.28%	4.28%	3.50%	3.50%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.06%	-0.06%	0.68%	0.68%
15	26-03	2026/27 Q3	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.22%	4.22%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.27%	4.27%	3.50%	3.50%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.05%	-0.05%	0.68%	0.68%
16	26-04	2026/27 Q4	4.34%	4.34%	2.90%	2.90%	4.22%	4.22%	4.21%	4.21%	4.18%	4.18%	0.60%	0.60%	2.41%	2.41%	4.85%	4.85%	4.25%	4.25%	3.50%	3.50%	3.74%	3.74%	0.50%	0.50%	-0.63%	-0.63%	-0.04%	-0.04%	0.68%	0.68%

17 \* 2024 GRA is based on the March 2023 Naive Interest Rate Forecast

18 \*\* Mrk. Bond Yield in 2023 was adjusted - last years document used the CANPRIME rate

The claims discount rates in this figure are based upon IFRS 4. For discount rates under IFRS 17 please see Part IX Claims Incurred Discounting CID Appendix 1 – IFRS 17 Discount Curves.

**TAB 15**



- 1 • Time bands are ineffective as majority of customers select all four and they do  
2 not align with VFH business operation across all groups.

3 The results of the VFH framework review provided insight and informed the  
4 development of the proposed new VFH framework. The changes MPI proposes will  
5 provide VFH stakeholders with more choice and options that better meet their needs.  
6 The proposal will also modify its products in keeping with industry best practice and in  
7 consideration of the approaches used in other Canadian jurisdictions.

### VFH.3 Proposed VFH Insurance Model

8 Based on the results of the review, the guiding principles outlined in VFH.4 Guiding  
9 Principles of Proposed VFH Insurance Model, and continued research, MPI proposes a  
10 new VFH framework to replace the current time band model. The proposed new  
11 insurance framework is comprised of the following two VFH products for which all VFH  
12 stakeholder groups are eligible. With the introduction of the proposed VFH Framework,  
13 MPI seeks to provide improvements to customer experience, offer more choice for  
14 customers, and achieve closer alignment with industry standards.

- 15 1. A TNC blanket policy purchased by TNC dispatchers that provides Basic  
16 insurance coverage only during defined periods, specifically when a vehicle is  
17 being driven in a ridesharing capacity. While the initial target group for  
18 development and implementation are TNCs and passenger VFH, all VFH groups  
19 are eligible for a blanket policy, provided they can meet minimum  
20 requirements, further explained in section VFH 5.2 Administration of Blanket  
21 Policy and Minimum Requirements
- 22 2. Full-time VFH insurance uses for the taxi VFH, limousine VFH, accessible VFH  
23 and passenger VFH groups, which will continue to be purchased by the  
24 registered owner and provide continuous coverage that does not vary based on  
25 time of day.

#### VFH.4 Guiding Principles of Proposed VFH Insurance Model

1 As previously stated, MPI developed the proposed framework based on the results of  
2 the VFH framework review. Further, MPI also evaluated the proposed framework and  
3 its components against the following model criteria to determine success.

##### 4 **1. The VFH insurance model offers Basic Insurance Coverage**

5 Consistent with the approach in 2018, with the implementation of *The Local*  
6 *VFH Act*, VFH insurance, and in addition to alignment with other public  
7 insurance jurisdictions; compulsory insurance will be provided to VFH  
8 stakeholders through the Basic line of insurance.

##### 9 **2. Implementation of the new model will not result in cross-subsidization**

10 Across both VFH product offerings, the proposed VFH framework will not result  
11 in cross-subsidization.

12 The product and actuarial development of the blanket policy including its  
13 components are based on Passenger VFH historical experience. All losses  
14 occurring during ridesharing periods will be allocated to the overall TNC  
15 experience and will be considered in the annual review of the per km rate.  
16 Further, each TNC dispatcher will be held accountable for the claims experience  
17 of their affiliated vehicles during ridesharing periods. More specifically, any  
18 losses occurring during ridesharing periods will be allocated to a TNC's annual  
19 assessment based on responsibility. While there will be a loss cap of \$50,000  
20 placed at the claim level, the expected costs associated with this benefit are  
21 considered in the Blanket rebate/surcharge scale. The annual assessment and  
22 resulting ultimate loss ratio will determine whether a TNC is entitled to a rebate  
23 or surcharge. The rebates will be funded by TNC policyholders. Please see *VFH*  
24 *5.5 Claims and Annual Loss Reconciliation* for greater product detail and *Part*  
25 *VII Risk Classification RC Appendix 11 - TNC Blanket Policy* for detail on  
26 actuarial development of all elements.

1 The Capital Management Plan proposed by MPI (please refer to *Part X Rate*  
2 *Stabilization Reserve Chapter*) excludes TNC policyholders from RSR rebates as  
3 the assessment of their loss ratio assessment occurs annually and  
4 independently of Basic reserves, based on claims experience of their affiliated  
5 vehicles.

6 All VFH insurance uses will continue to use experience-based rating  
7 adjustments specific to each VFH group to maintain equitable rates that are  
8 reflective of their experience.

9 **3. There will be fairness and equity for all VFH stakeholders within the**  
10 **proposed framework.**

11 MPI submits that the proposed framework is fair and equitable because it  
12 developed the new proposed framework using the results of the VFH  
13 framework review. The review was comprehensive in that it involved analysis  
14 of internal data, customer consultation, customer surveys, and research with  
15 respect to insurance industry best practices for VFH across Canada. This  
16 involves retaining the VFH registered owner models as well as the introduction  
17 of a blanket policy that all VFH groups will be eligible for. Further, MPI  
18 continues to engage with VFH stakeholders, such as the Taxi Coalition (TC),  
19 around future insurance model development. Currently MPI and the TC are  
20 collaborating on a telematics pilot for educational purposes around the high  
21 claims taxi experience. The pilot will also provide insight into the overall  
22 viability of a part-time Taxi model and the associated experience. Please see  
23 *VFH.6 VFH Insurance Use Models*, for further details.

24 As MPI proposes the new VFH framework, which will offer more choice and  
25 equitable solutions for all VFH groups, it remains committed to continued  
26 collaboration with stakeholders to build stronger, constructive, and productive  
27 relationships.

#### 4. Model development demonstrates Actuarial Accepted Practices

The proposed VFH framework includes the use of industry best practices to develop rating models that are in accordance with accepted actuarial practice. Please see Part VII Risk Classification RC Appendix 11 - TNC Blanket Policy for more detail.

##### VFH.5 TNC Blanket Policy

TNCs offer online platforms, through applications, which arrange rides between TNC drivers and passengers, for compensation. Vehicle owners are considered to be TNC affiliated drivers for the purpose of this application and provide rides to customers through the online platform using their personal vehicles. The proposed blanket policy will offer VFH insurance coverage associated with this service.

##### VFH.5.1 TNC Insurance and Operating Model

As stated in the 2023 GRA, the proposed blanket policy will allow MPI customers to operate their personal passenger vehicles to transport people for financial compensation through a TNC. The TNC dispatcher will provide insurance coverage for the ridesharing portion of their use of the vehicle. Currently, TNC drivers obtain a registered owner policy and declare VFH commercial use through Passenger VFH with their desired number of time bands. Through the formal review, MPI understands that this model does not align with the TNC business model, which is based on part time and flexible driving. With the introduction of the blanket policy, TNC dispatchers will pay for the premium associated with rideshare operation and TNC drivers will be able to drive in a part-time rideshare capacity as they desire (i.e., with no limitation on time of day or day of the week in terms of VFH coverage) without requiring all four time bands for full time coverage.

The blanket policy is issued to a TNC company and will provide Basic coverage for participating registered owners operating in Manitoba. Registered owners who elect to drive in a rideshare capacity will also have the option of staying with the registered owner model and insuring as Passenger VFH, where they will be responsible for paying

1 for the VFH insurance coverage. This would be likely, if the registered owner prefers to  
2 drive for a TNC or dispatching company who does not have a MPI blanket policy. (see  
3 VFH.8 Communication and Implementation Plan for communication to Passenger VFH  
4 customers at time of implementation and options).

5 All TNC drivers will be required to notify MPI that they are driving in a rideshare  
6 capacity. Further, they will be required to maintain a registered owner policy that  
7 provides the appropriate non-commercial use for when the blanket policy is not in  
8 effect. Pleasure Use will not be permitted to be used in conjunction with the blanket  
9 policy.

10 The operating model for TNCs which encompasses the lifecycle of a trip within four  
11 distinct periods is as follows:

12 **Period 0 (P0-Offline):** The TNC driver has not activated the TNC online platform.

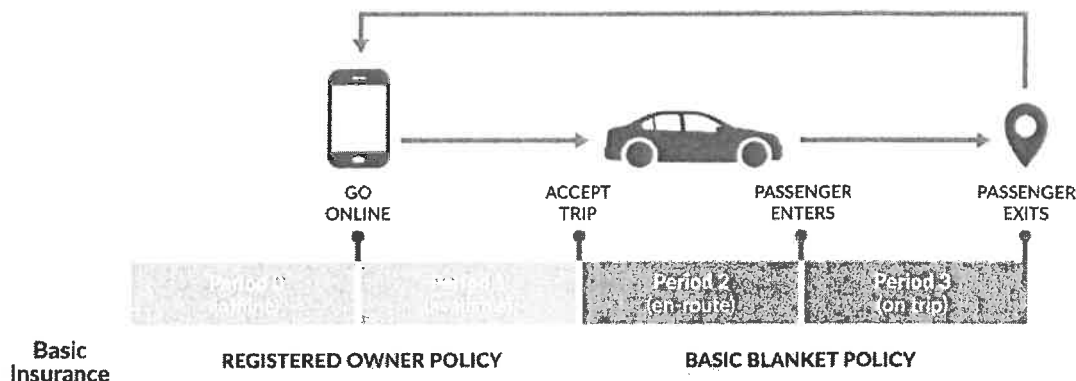
13 **Period 1 (P1-Available):** The TNC driver has status set to “available” on a TNC  
14 online platform but has yet to confirm or accept a ride.

15 **Period 2 (P2-En Route):** The TNC driver has confirmed a ride on a TNC online  
16 platform and is travelling to pick up the passenger(s).

17 **Period 3 (P3- On Trip):** The TNC driver has picked up the passenger(s) for a ride  
18 confirmed on a TNC online platform and is transporting them to their destination(s).

19 The TNC blanket policy becomes active during the “en-route” (i.e., Period 2) and “on  
20 trip” (i.e., Period 3) periods. The Basic policy of the TNC driver remains in effect at all  
21 other times (i.e., Periods 0 and 1). As a result, MPI will determine premium required  
22 for each TNC using distance travelled (in kms) of affiliated vehicles and TNC claims  
23 experience in periods 2 and 3.

Figure VFH- 2 Basic Blanket Policy Insurance Model



VFH.5.2 Administration of Blanket Policy and Minimum Requirements

1 Concerning the overall administration of the blanket policy, interested TNCs will be  
 2 directed to contact MPI for an application to purchase a blanket policy. MPI will not sell  
 3 or administer this policy through its Service Centres or its broker network. Instead, an  
 4 MPI VFH administrator will intake applications, administer the policies, and oversee all  
 5 monthly and annual TNC requirements, processes, and communications.

6 There will be specific minimum requirements for a dispatcher to obtain a blanket  
 7 policy. Foremost, TNCs must demonstrate their technological capability to  
 8 electronically record and report kms during defined ridesharing periods (P2 and P3).  
 9 More specifically, MPI will require at minimum, that the TNC app be able to track  
 10 based on the following attributes of a ridesharing trip:

- 11 • represent trip start and end points by their latitude and longitude
- 12 coordinates
- 13 • represent kilometers travelled by their actual route taken and not by an
- 14 inferred route taken or by a straight-line point-to-point
- 15 • categorize all trips travelled on a trip as either Period 2 or 3
- 16 • report data monthly in both Periods 2 and 3

1 In addition to possessing the technological requirements, TNCs will be required  
2 to provide the following:

- 3 • annual premium deposit (see *VFH.5.3 Insurance Premiums*)
- 4 • monthly aggregate kilometers accrued in both P2 and P3 across all active  
5 vehicles
- 6 • monthly premium installments (see *VFH.5.3 Insurance Premiums*)
- 7 • Reoccurring active vehicle listing (i.e., licence plate numbers and Vehicle  
8 Identification Number (VIN)) of participating active vehicles.
  - 9 ○ the collection of the vehicle data will allow MPI to create an indicator  
10 at the policy/vehicle level for TNC use within its systems. This will be  
11 used for internal monitoring and claims purposes.

#### VFH.5.2.1 Accessibility of Technological Requirements for Blanket Policy

12 A key technological requirement to meet the outlined prerequisites is geolocation  
13 capabilities. Geolocation refers to the use of location technologies, such as Global  
14 Positioning System (GPS) to identify and track the location of connected electronic  
15 devices. Concerning the blanket policy, the GPS technology must use latitude and  
16 longitude to determine the location of the internet connected device. This capability  
17 will allow a VFH dispatcher to discern and collect the required data based on the  
18 defined ridesharing periods. There are a considerable number of existing technologies  
19 and companies, both large and small that could provide either standardized software  
20 solutions or development of a more customized solution with map-dispatching and  
21 geo-locational functionality based on MPI's requirements. Accessibility of the  
22 technology required to participate in the blanket policy is widely available as  
23 conceptually similar GPS requirements are used across many dispatching platforms  
24 (i.e., commercial fleets, Taxi, ridesharing, Limo etc.). MPI cannot endorse any one  
25 technology, methodology, or company over another as the decision is highly

1 dependent on the business model/goals of each dispatcher or VFH group. MPI is  
2 committed to collaborating with stakeholders and will provide clarity and support if  
3 VFH dispatchers require help communicating and providing information around  
4 requirements to companies/developers.

5 At the time of application, a dispatcher will have to demonstrate their ability to meet  
6 the technological requirements by submitting a report for the most recent whole  
7 month to validate that their system will be able to meet the reporting requirements for  
8 the blanket policy.

### VFH.5.3 Insurance Premiums

9 The premiums under the TNC blanket policy will be determined by the number of  
10 kilometers driven in Period 2 and Period 3. At the onset of the policy year, TNCs will  
11 be required to provide an annual estimate of kilometers travelled throughout the  
12 policy year by their affiliated vehicles. This estimate will be used to determine an  
13 annual premium estimate (annual premium estimate = annual km estimate x per km  
14 rate) and the deposit required. The premium deposit will amount to 20% of the annual  
15 premium estimate, payable at the beginning of the policy.

16 Premium installments will be charged to TNCs monthly, based on the aggregate kms  
17 travelled in the previous month across all the TNC's affiliate vehicles. TNC kilometers  
18 will be based on the distance travelled in Period 2 (e-route) and Period 3 (on-trip) as  
19 electronically captured through the TNC platform. The per km rate charged for all  
20 Manitoba TNCs will be \$0.1484 per kilometer<sup>1</sup>. Please see Part VII Risk Classification  
21 RC Appendix 11 - TNC Blanket Policy for detail on actuarial development of the per km  
22 rate. MPI may take from the deposit as it nears the end of the TNC policy year, if  
23 appropriate.

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<sup>1</sup> The per km rate will be annually updated through the GRA process. The proposed rate is representative of an April 1<sup>st</sup>, 2024 implementation. Once implementation timelines for the blanket policy are confirmed, MPI will provide a rate update through the 2024 GRA.



## VFH.5.4 Annual Kilometer Reconciliation

1 After policy year expiry, MPI will determine the annual premium, based on the actual  
2 kilometers reported across the policy year for a given TNC. Based on the differential  
3 between the annual premium estimate and actual premium collected, a TNC may be  
4 entitled to a refund if there is a surplus of premium. Alternatively, an additional  
5 charge will be required if there is a deficiency in premium collected.

## VFH.5.5 Claims and Annual Loss Reconciliation

6 With the implementation of the blanket policy, MPI believes that claims experience will  
7 continue to be the most important metric for pricing. MPI will allocate all losses that  
8 occur during ridesharing periods to the overall TNC experience, which will be used in  
9 the evaluation of the per km rate through the annual GRA process. Further, on a per  
10 policy basis, MPI will allocate losses to a TNC's blanket assessment if they occur  
11 during the ridesharing periods (Period 2 and 3). Furthermore, losses will be applied  
12 based on percentage of responsibility of the TNC affiliated driver. For example, if a  
13 TNC affiliated driver is involved in an at-fault collision and held 75% responsible, then  
14 75% of the incident level losses will be allocated to the affiliated TNC's annual  
15 assessment. MPI will apply a loss cap of \$50,000 at the claim level which will not  
16 permit losses in excess of that limit to be applied to a TNC assessment. The purpose  
17 of the loss cap is to prevent a single excessive claim from disproportionately impacting  
18 a TNC's annual assessment. Please see Part VII Risk Classification RC Appendix 11 -  
19 TNC Blanket Policy for Loss Cap development and discussion of large loss loading  
20 factors.

21 At the time of the annual assessment (which occurs after policy expiry), MPI will total  
22 the ultimate losses, which includes claims paid, case reserves and IBNR (Incurred But  
23 Not Reported) allocated to a TNC's blanket assessment, relative to the annual  
24 premium to determine the ultimate loss ratio for a policy year. The ultimate loss ratio  
25 will be used to determine a provisional rebate or surcharge at the end of each year.  
26 The ultimate loss ratio will be reviewed at 12, 24 and 36 months for claims  
27 adjustments with the final assessment for a given policy year occurring 36 months  
28 post policy expiry.

1 As annual assessments will be reviewed 3 years after the expiry of the policy period,  
2 the full refund or rebate would only be settled after 3 years. As a result, rebates and  
3 surcharges can be paid provisionally on a pro-rated basis until 3 years are completed.

4 MPI will provide rebates to TNCs who promote safety within their fleet and  
5 demonstrate good loss ratios with rebates of up to 40% of their premium with a loss  
6 ratio of 35% or less. A poor claims history could result in surcharges of up to 60%  
7 with a loss ratio of 125% or more. (Please see Part VII Risk Classification RC Appendix  
8 11 - TNC Blanket Policy for actuarial development of TNC Blanket Rebate and  
9 Surcharge Scale)

10 Concerning incentives for TNC drivers, the DSR will continue to apply, regardless of  
11 whether a driver is in a rideshare capacity or on personal use.

#### VFH.6 VFH Insurance Use Models

12 Based on the results of the VFH framework review and specifically consultations with  
13 stakeholders, MPI understands the importance of retaining the existing VFH insurance  
14 use models, where registered owners pay for the VFH insurance premiums. Based on  
15 historical uptake of time bands and stakeholder feedback, MPI proposes transitioning  
16 Taxi VFH, Limo VFH, Accessible VFH and Passenger VFH to full-time models that do  
17 not vary based on time of day. As previously stated, as of April 1, 2023, this amounts  
18 to 8% (212 registered owners) of all VFH stakeholders.

19 In the 2023 GRA, MPI indicated that with the implementation of the proposed  
20 framework, it would be replacing Passenger VFH with the blanket policy to provide  
21 insurance for ridesharing operation. Despite multiple attempts across various rural  
22 municipal governments and municipal associations, MPI was unable to sufficiently  
23 capture feedback from rural dispatching companies and passenger VFH customers.  
24 Given the limited data and feedback available, MPI proposes to retain passenger VFH  
25 to support current small commercial operation and ensure customers remain  
26 adequately insured. From the limited information available, rural passenger VFH  
27 operation is markedly different from Winnipeg operations, which has seen dispatching  
28 companies that range from medium to large in terms of fleet size. Rural operation is

1 comprised of small independent and dual operations (i.e., companies that dispatch  
2 Taxi and TNC drivers). As a result, the proposed blanket policy would not be the  
3 appropriate product and it is likely that these smaller or independent operations have  
4 different business models and would be unable to meet minimum requirements. Thus,  
5 in line with Accessible VFH, Taxi VFH and Limo VFH, Passenger VFH will be retained  
6 and moved to a full-time model.

7 MPI expects the transition to full-time uses to streamline the customer experience and  
8 better align the product with their business needs. The DSR will continue to apply as  
9 well as the underlying rating models. Accordingly, Taxi and Limousine VFH will  
10 continue to be flat rated<sup>2</sup>, Accessible VFH based on declared value and Passenger VFH  
11 dependent on rate group.

12 MPI understands from its consultations with the TC that they are interested in a part-  
13 time Taxi option with flat rated VFH coverage during defined periods (hours and days  
14 of the week). The TC continues to advise that taxi owners have an increasing desire to  
15 operate on a part-time basis. MPI is currently reviewing this request and plans to use  
16 the telematics pilot to assess the viability of a part-time model. Despite the time band  
17 model, which offers part-time and full-time coverage, MPI still does not have part-time  
18 experience for Taxis to aid in model development, as a significant majority of Taxis  
19 have taken all four time bands since the inception of the model. The telematics pilot  
20 will be used to provide further insight into the overall viability of a part time model  
21 with a focus on projected customer uptake and the associated experience. For an  
22 update on the Telematics pilot, please see Part V Value Assurance VA Appendices 28a  
23 and 28b.

## VFH.7 Legislative and Regulatory Amendments for Proposed Framework

24 To enable MPI to sell blanket policies, government amended *The Manitoba Public*  
25 *Insurance Corporation Act* (MPICA). Bill 14 - *The Drivers and Vehicles Amendment,*  
26 *Highway Traffic Amendment and Manitoba Public Insurance Corporation Amendment*  
27 *Act* incorporated several key changes to the MPICA, including the addition of

---

<sup>2</sup> Flat rate means a single rate for Taxi VFH and Limo VFH, by territory that does not differ by vehicle type.

1 provisions that permit MPI to sell blanket policies, request information from blanket  
2 policyholders, and outline additional necessary regulation-making powers. Bill 14  
3 received Royal Assent on November 3rd, 2022.

4 The VFH regulation will include provisions that outline the issuance, coverage periods,  
5 eligibility, and business rules concerning both blanket policies and VFH insurance uses.  
6 The timelines for the development of draft regulations will be confirmed once the  
7 discovery phase of the Nova program is complete and is further subject to  
8 coordination with government. In compliance with *The Regulatory Accountability Act*,  
9 a 45-day public consultation will be required following initial Statutes and Regulations  
10 Review Board review and approvals; these steps are anticipated to occur following  
11 PUB approval of the VFH insurance framework.

#### VFH.8 Communication and Implementation Plan

12 Implementation of the proposed VFH Framework is part of Release 3 of the NOVA  
13 program, as functionality for the proposed blanket policy does not exist in current  
14 systems. As a result, the target implementation date for both products will be  
15 confirmed once Nova R3 discovery is complete, with the latest target date for  
16 decommissioning the time band model being April 1<sup>st</sup>, 2025. With that, the  
17 implementation plan described below is subject to change until discovery is complete  
18 and all details can be confirmed.

19 There are currently approximately 2,385<sup>3</sup> vehicles registered as VFH, across all VFH  
20 groups. For VFH insurance uses, MPI plans to communicate the changes to all VFH  
21 customers in a formal letter. If approved and once implemented, customers would no  
22 longer be able to purchase time bands (i.e., categories VFH1, VFH2, VFH3 and VFH4).  
23 In their place, MPI will offer a single full-time option for each group. MPI will transition  
24 the minority of Taxi, Limo, Accessible and Passenger VFH customers who insure less  
25 than four time bands to full-time through the annual renewal process, post  
26 implementation date. Thus, it may take up to a year through the renewal process for  
27 all customers to transition to full-time use categories. Customers will receive the

---

<sup>3</sup> As of Nov 1<sup>st</sup>, 2022

1 opportunity to visit an MPI agent prior to their renewal date to make any changes to  
2 their insurance.

3 Concerning implementation of the blanket policy and those who currently insure as  
4 Passenger VFH (approximately 1,492 registered vehicles), MPI will provide customers  
5 with the information they require relative to the changes and the new insurance  
6 product. More specifically, MPI will outline the rules, requirements, and the overall  
7 process of the blanket policy insurance model for ridesharing. The letter will also  
8 advise customers who currently insure as Passenger VFH of the following options to  
9 ensure appropriate coverage is maintained:

- 10 • If a customer drives in a rideshare capacity, but **not** for a TNC with an  
11 approved MPI blanket policy, they must continue to insure as Passenger VFH.
- 12 • If a customer drives in a rideshare capacity and **only** for a TNC with an MPI  
13 approved Blanket policy, they can insure based on the most appropriate non-  
14 commercial use. MPI will indicate that Pleasure Use will not be permitted to be  
15 used in conjunction with the blanket policy.
- 16 • If a customer drives in a rideshare capacity for both a TNC with an approved  
17 Blanket policy **and** for a TNC or dispatching company without one, they must  
18 continue to insure as Passenger VFH.

19 For increased clarity, MPI will also provide support and direction to customers for the  
20 purposes of determining whether their dispatcher has a TNC blanket policy with MPI.  
21 Further, all customers will be required to notify MPI that they are using their vehicle in  
22 a rideshare capacity. MPI will require participating TNCs to notify customers of this  
23 requirement.

## VFH.9 Conclusion and Next Steps

24 In the current application, MPI has complied with PUB Order 4/23, Directive 12.10 and  
25 filed the final product and associated pricing of the proposed VFH framework. Further,  
26 within this chapter and *Part VII Risk Classification RC Appendix 11 - TNC Blanket*

1 Policy, MPI has indicated how the blanket policy does not create conditions of cross-  
2 subsidization between those who drive for TNCs and the rest of the Basic fleet. Finally,  
3 the minimum requirements around required technology and accessibility have been  
4 outlined (see VFH.5.2.1 - Accessibility of Technological Requirements for Blanket  
5 Policy).

6 As VFH is allocated to the Basic line of insurance, implementation was designed to  
7 align with Release 3 of the Nova program (i.e., the Personal Insurance/Vehicle  
8 Registration/Driver Licence release). Further, implementing a blanket policy requires  
9 unique functionality that is not compatible with existing systems. As the Corporation  
10 begins to engage in the formal discovery process, it will continue to provide more  
11 clarity around implementation timelines and details with respect to the proposed VFH  
12 framework.

**TAB 16**

**Figure NOV- 1 Legacy Systems Modernization / Program NOVA Business Objectives**



**NOV.3 Business Case History**

- 1 The impacts of Program NOVA Re-baseline 2022, inclusive of the McKinsey
- 2 recommendations and flattened delivery are shown in the figure below. The chart
- 3 details the comparison of budgets across all approved business cases from 2019 to the
- 4 current budget.

**Figure NOV- 2 Assessment and Re-baseline 2022**

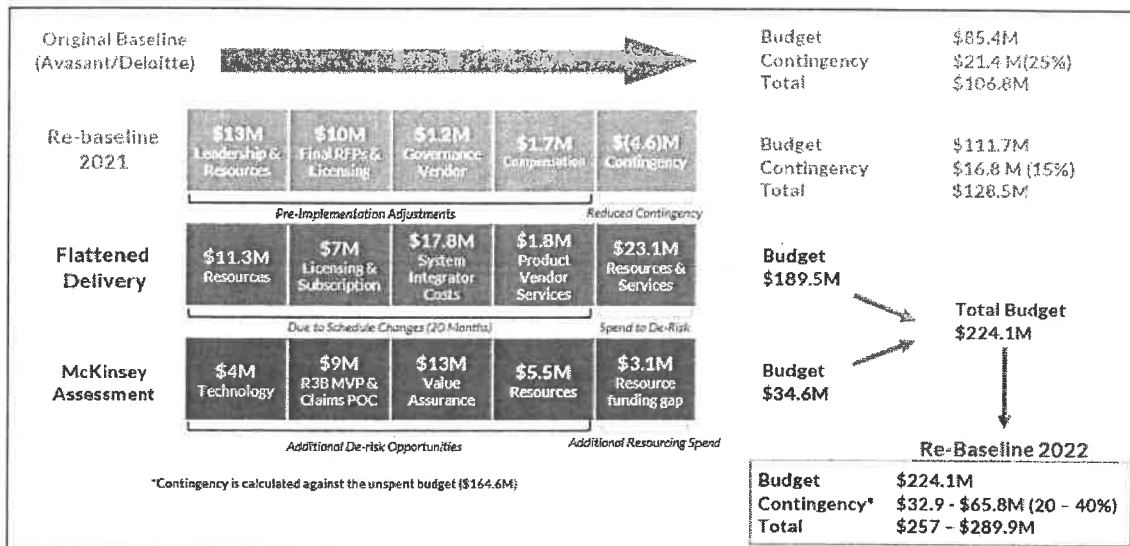
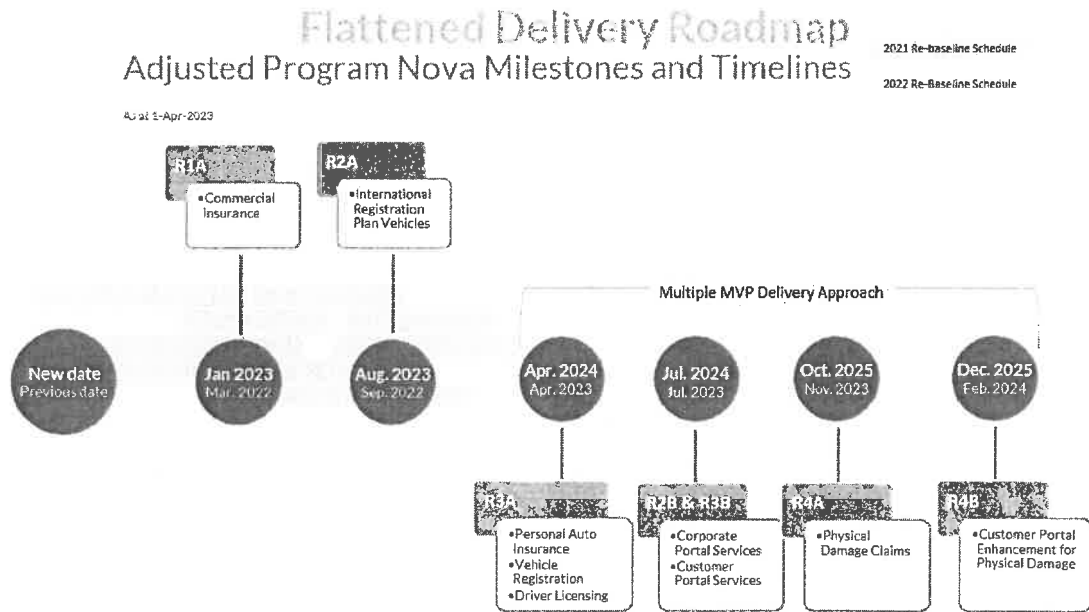




Figure NOV- 3 Flattened Delivery Roadmap



1 In the Flattened Delivery Roadmap diagram above, the new delivery dates appear at  
 2 the top of the grey-coloured circles, while the earlier delivery dates appear directly  
 3 underneath. The tan-coloured blocks within the diagram above illustrate the amount  
 4 of work that Program NOVA was attempting to embark on in parallel as planned in the  
 5 original delivery roadmap.

6 Constraints associated with the magnitude of concurrent activities started to appear  
 7 once implementation was commenced in Spring 2021. Divided focus limited  
 8 organizational capacity, and limited SMEs contributed to this issue. De-risking the  
 9 program (by flattening the delivery schedule) was done with the main objective of  
 10 removing these constraints.

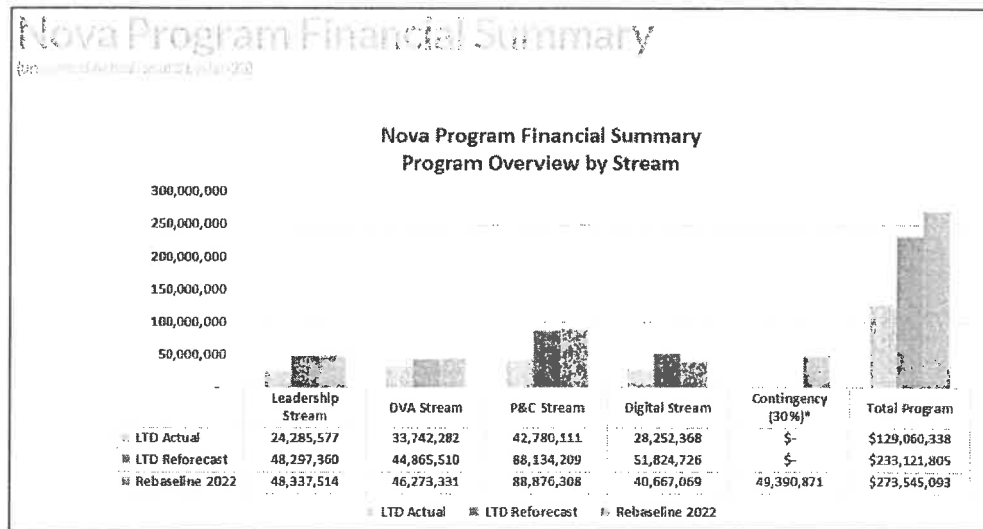
11 The above diagram shows the shifting of the work and the changing of the schedule  
 12 that affects the program timeline and ultimately its budget. Releases 3 and 4 are  
 13 planned to have a multiple MVP delivery approach which will be staggered throughout  
 14 2024 and 2025.

- 1           • Focus on vertical expertise for each domain,
- 2           • Target a list of preferred vendors and reduced rates including Tier 2
- 3           vendor
  
- 4       2. Partner Consortium as described above in this Chapter
  
- 5       3. Leveraging synergies within IT delivery and consolidation of efforts
  
- 6       4. Creating a culture of continual improvement and implementing strategies
- 7           based on lessons learned which are detailed within the Program Status and
- 8           Highlights section above.

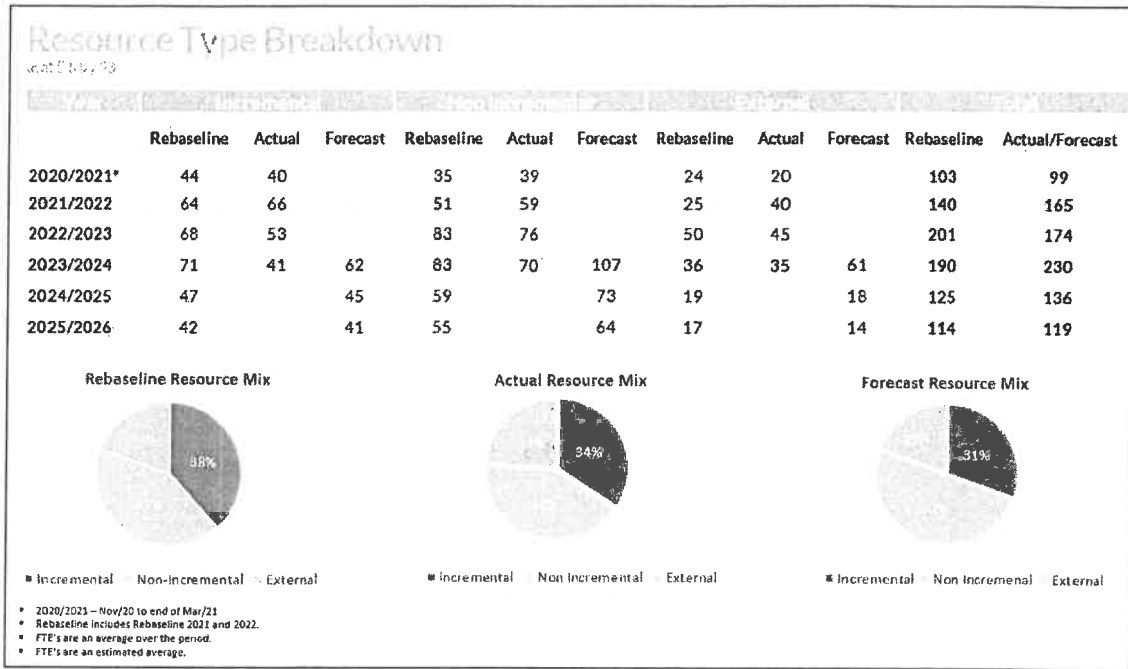
NOV.7 Budget Update FY2022/2023

9 As detailed above, in February 2022, the Board of Directors approved a re-baseline of  
 10 the Program NOVA Business case. This increased the one-time program costs to  
 11 \$273.5M (including 30% contingency as reported on MPI Capital Master Summary  
 12 Financial Reporting. For reference, Program Nova approved contingency was a range  
 13 between 20% and 40%, but 30% is used for financial reporting and budgets). The  
 14 chart below provides an update of the overall spending as of March 31, 2023.

**Figure NOV- 8 Program NOVA Financial Summary**

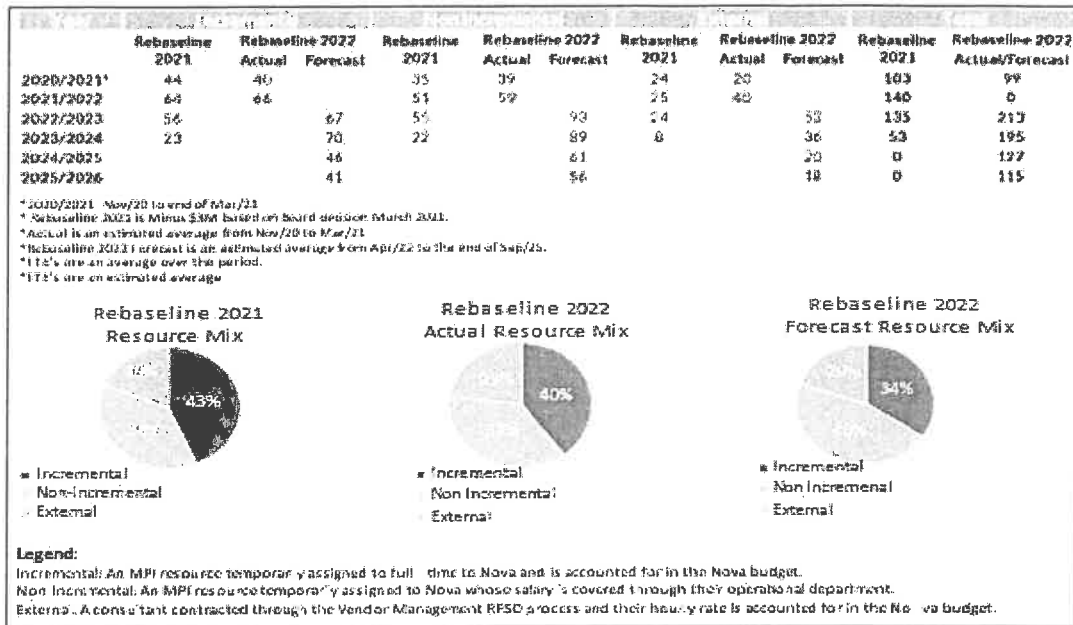


**Figure NOV- 9 Resource Type Breakdown as at May 5, 2023**



1 Figure NOV-10 was previously filed as Figure NOV-9 Resource Type Breakdown in the  
 2 2023 GRA submissions Part IV NOVA Project Chapter. This view includes a comparison  
 3 to the Re-baseline 2021 from the previous year.

Figure NOV- 10 Resource Type Breakdown as at Mar 3, 2022



- 1 The "bubble budget" represents what is required to support the organization during
- 2 the technology transition period with temporary term internal employees, external
- 3 consultants or vendor services are captured within the table below. There are no
- 4 permanent FTE positions.

Temporary Transition Period Bubble Budget as of 1-Apr-2023

Year	Term Internal Staff		External Consultant or Vendor Services		Total
	Actual	Forecast	Actual	Forecast	Actual + Forecast
2021/2022	0		0		0
2022/2023	8.17		11.84		20.01
2023/2024		25.65		17.5	43.15
2024/2025		18		10.08	28.08
2025/2026		17		10	27

- 5 The detailed estimates associated with the bubble budget were included in Re-baseline
- 6 2022, were filed for the first time in the 2023 GRA submissions Appendix 7 - PUB
- 7 NOVA FTE Analysis (Output) 2022 Re-baseline - Confidential.

**TAB 17**

July 13, 2023

July 13, 2023

MPI Exhibit #5

2024 GENERAL RATE APPLICATION  
Part V - IT Attachment A

# Manitoba Public Insurance Information Technology Benchmark (FY2021/22)

## Findings and Recommendations Report

Version 3.0  
12 July 2023



MANITOBA  
PUBLIC INSURANCE






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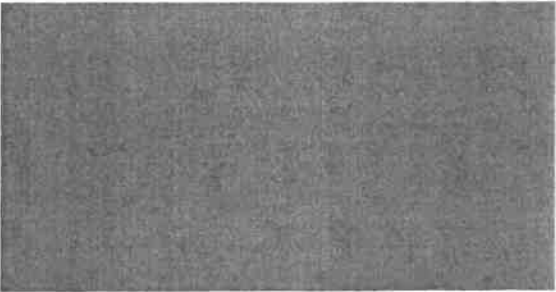
# Version History

Version	Date	Details
V1.0	17 May 2023	First version delivered to MPI (Working Draft)
V2.0	19 May 2023	Updates made following workshop <ul style="list-style-type: none"><li>Remove page 12 (duplicate content)</li></ul>
V3.0	12 July 2023	Update to headcount for project Nova

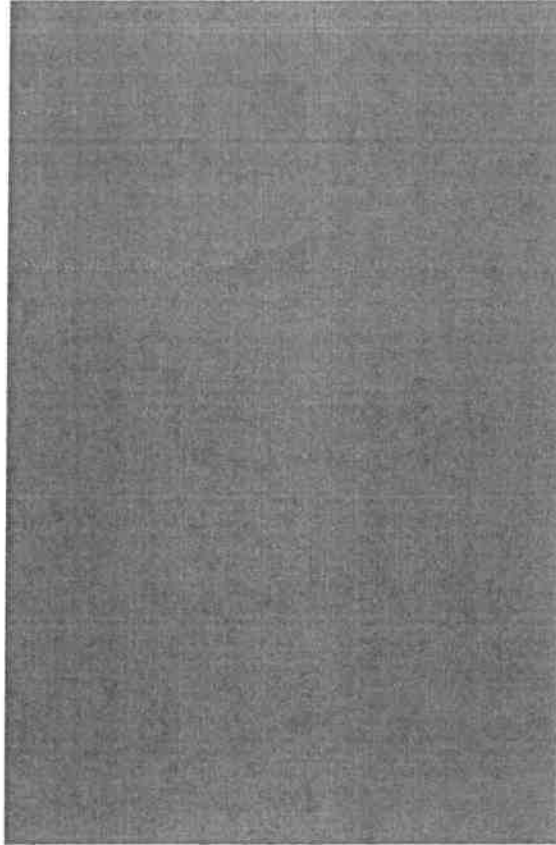
## Table of Contents

	<b>01</b>		Introduction
	<b>02</b>		Executive Summary
	<b>03</b>		Detailed IT Benchmark Findings
	<b>04</b>		Detailed Recommendations
	<b>05</b>		Appendix





# 1. Introduction



## Purpose of this Report

- This reports contains V1.0 of the findings and recommendations resulting from the analysis conducted as part of the Gartner / Manitoba Public Insurance (MPI) Annual IT Benchmark for FY 2021/22
- The report contains an executive summary of the findings and recommendations, substantiation of the findings and details of the implementation of the recommendations
- A summary of the benchmarks completed to date is provided below

Year	Fiscal Time Period for Analysis	Financial Analysis	Maturity Assessment	Benchmark Delivery Timeline
FY 2018/19	Mar 1 2018 - Feb 28 2019	Yes	Yes	Delivered July 9 <sup>th</sup> 2020
FY 2019/20	Mar 1 2019 - Mar 31 2020	Yes	Yes	Delivered July 4 <sup>th</sup> 2021
FY 2020/21	Apr 1 2020 - Mar 31 2021	Yes	No (scores were carried forward from prior FY)	Delivered Jul 22 <sup>nd</sup> 2022
<b>FY 2021/22</b>	<b>Apr 1 2021 - Mar 31 2022</b>	<b>Yes</b>	<b>Yes</b>	<b>Delivered May 2023</b>

# Benchmarking Approach - The recommendations contained in this report were developed in collaboration with MPI IT Management

## Development Process

Benchmarking of IT Spending and Staffing



### Spending, Staffing and Workload Data Collection and Analysis

Gartner benchmarking draws upon a deep repository of IT spending to identify fact-based, optimization opportunities. For MPI, Gartner conducted an analysis of spending, staffing levels and IT workloads, comparing results with peer organizations.

Discovery into the maturity of MPI's IT Service Management Processes



### IT Score Surveys

Gartner IT Score Surveys assess specific IT domains, by evaluating best practice activities performed in each function, and assigning a maturity level based on responses. For MPI, Gartner assessed the maturity of MPI's IT Service Management processes through IT Score Surveys.

Interviews with ITBT Management



### Interviews with IT Management

Gartner's interviews helped understand the context behind MPI's current capabilities, identify business challenges, uncover pain points, and pin-point critical success factors.

Validation of Results with MPI



### Workshops with MPI IT Management to Validate Recommendations

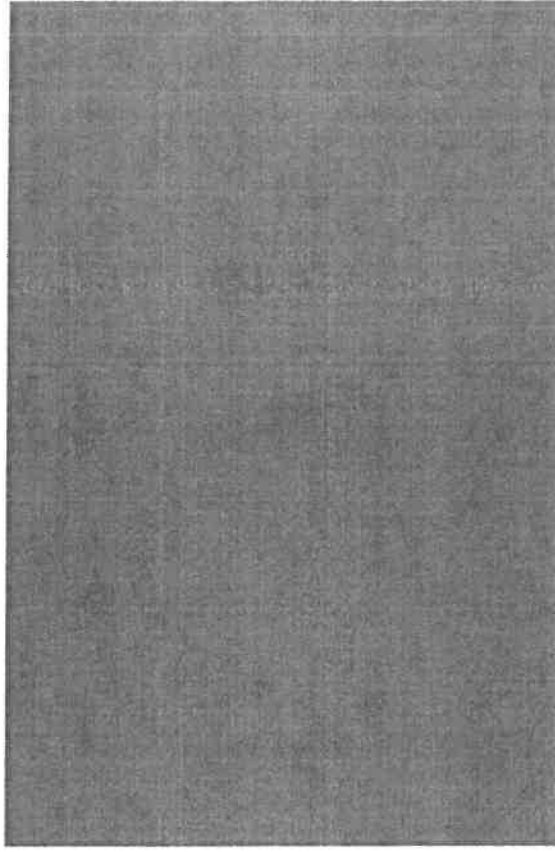
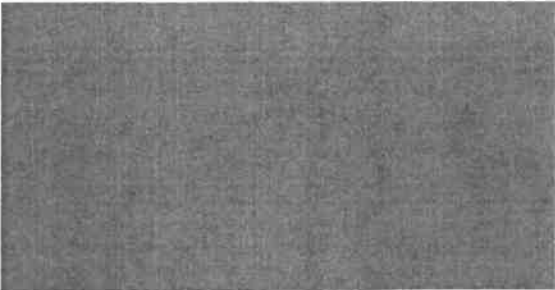
Recommendations are based on accurate information, and are actionable, attributable, measurable and prioritized accordingly.

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## 2. Executive Summary



# An Information Technology Benchmark was independently performed by Gartner for MPI (4<sup>th</sup> benchmark in a series spanning 4 fiscal years)

## The objectives of the IT benchmark are to:

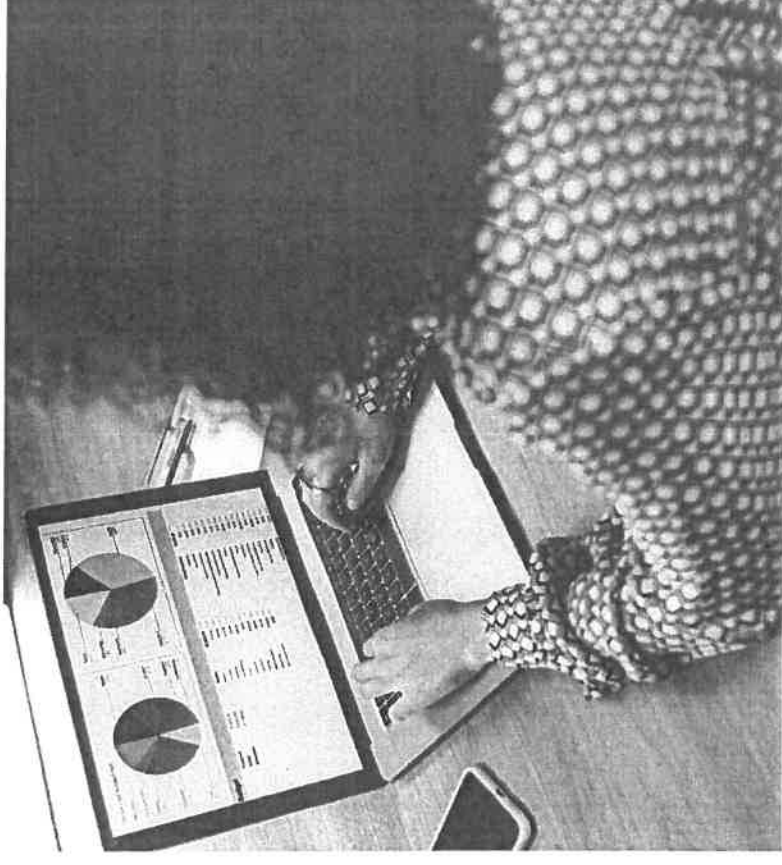
- Establish a baseline of IT spending and staffing based on 2021/22 fiscal year data
- Compare IT spending and staffing levels with insurance industry peers
- Communicate the level of maturity of key IT domains within MPI relative to peers
- Identify the variances for areas that may have a potential for optimization
- Create a foundation for a continual change/ improvement program
- The benchmark has been expanded to show aggregate spending levels with and without the impact of project Nova

## Assumptions:

- This is the 4th iteration in a series of benchmarks that will provide year over year comparisons
- The benchmark does not have visibility to Project Nova, and it does not show comparisons to peers for project Nova beyond the project's impact on aggregate spending or staffing

## Successful Outcome:

The benchmarking report provides a fact-based assessment for communicating IT performance within MPI and contributes to informing future budget, staffing and investment decisions.



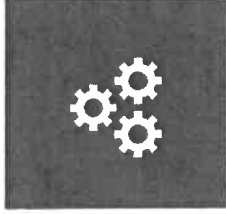
# Gartner's view of MPI's current state was informed by three distinct workstreams

## Work Streams



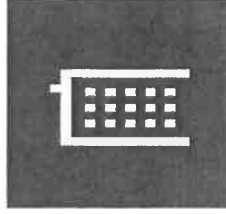
### Spending and Staffing Benchmark

- Peer groups were selected based on characteristics such as industry, size and geography
- Enterprise-level benchmarks for IT spending and staffing were developed using 2021/22 fiscal year data provided by MPI
- Comparisons were made to the averages, 25th, and 75th percentiles of the peer group and MPI's previous year levels, where applicable



### IT Service Management Process Review

- IT domains included: Strategy & Execution, Applications, Data & Analytics, Enterprise Architecture, Infrastructure & Operations, Security & Risk, Program & Portfolio Management, Sourcing / Procurement, and Vendor Management
- Service Management Processes were evaluated based on survey results and maturity levels were calculated and compared to peers and MPI's past year maturity level
- Validation workshops for reviewing the assessment



### Stakeholder Analysis

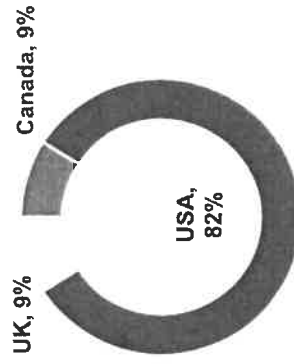
- A document review and 6+ interviews were conducted with key IT personnel
- The interviews were conducted to build a contextualized view towards MPI's strategy, processes, culture and past initiatives and were not used as part of the maturity assessment

# Gartner's Spending and Staffing Benchmark compared MPI with industry peers

## 11 Insurance Industry Peers

- Predominately firms which had automotive insurance business lines
- 11 of the same organizations were the same peers from the last year's benchmark
- Firm size range from 531 to 9586 full-time employees
- Benchmark data is from 2021 and 2022

### Geographic Profile



### Enterprise Metrics

Metric	MPI 2021/22	Current Peer Average	Last Year's Peer Average
Number of Peers	-	11	14
Total Revenue	\$1,442.9 M	\$2,558.4 M	\$2,303.2 M
Total Operating Expense	\$1,344.6 M	\$2,666.2 M	\$1,979.4 M
Total Number of Employees	1,879	2,418	2,106
Total Number of IT Employees (Including Contractors)	467	304	269
Total IT Operating and Capital Expenditure	\$138.5 M	\$118.7 M	\$104.5 M

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# MPIs spending on IT is significantly higher than peers as investment in project Nova ramps up, however, within a normal range net of Nova costs



MPI's IT Spending as a percentage of OPEX is significantly higher than the peer average, but within a normal range when Nova investments are excluded

10.3%

5.6%  
5.1%

**IT Spending as a Percentage of Total Operating Expense**



IT Staffing as a percentage of enterprise employees is significantly higher than the peer average, but within a normal range when Nova investments are excluded

24.9%

19.2%  
17.2%

**IT Staffing as a Percentage of Enterprise Employees**



IT Spending per enterprise employee is significantly lower than average but below the 25<sup>th</sup> percentile of peer organizations if project Nova is excluded

\$73,698

\$60,148

\$39,936

**IT Spending per Enterprise Employee**



MPI allocates a significantly larger portion of the IT budget to support changes to meet business demands, reflecting the investments in project Nova

83.5%

38.3%

16.5%

61.7%

MPI

Peer Average

**Percentage Spending on Run vs Change**

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MPI (including Nova) MPI (w/o Nova)

Peer Average 25<sup>th</sup> to 50<sup>th</sup> Percentile

50<sup>th</sup> to 75<sup>th</sup> Percentile

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# Levels of investment in IT must be in balance with value derived by the business: There is a cost to maturing IT Service Management Processes

## Investments in IT

- IT Personnel
- Contractors
- Hardware
- Software
- Facilities
- Managed Services



## Value Delivered

- Mature IT Service Management Processes
- Satisfied business stakeholders and end users
- Reduced risk
- Progress towards business outcomes
- Profitability \*



*(Applicable for commercial peers; not for MPI)*

\*Since MPI is a Crown Corporation, it does not aim to maximize profitability; thus profitability may be a less applicable measure of value delivered

\*Within the current and previous benchmark peer groups, a trend was found that higher levels of profitability are typically achieved for firms with higher levels of IT Spending per employee

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# IT investments have yielded mature IT service management processes, which position MPI well to address changing business demands. New baselines have been established in 7 of 9 areas.



**Strategy and Execution** is being formalized, and executive leadership changes have provided new directives within **Enterprise Architecture**



**Applications** has seen a complete reorganization and a true adoption of agile development

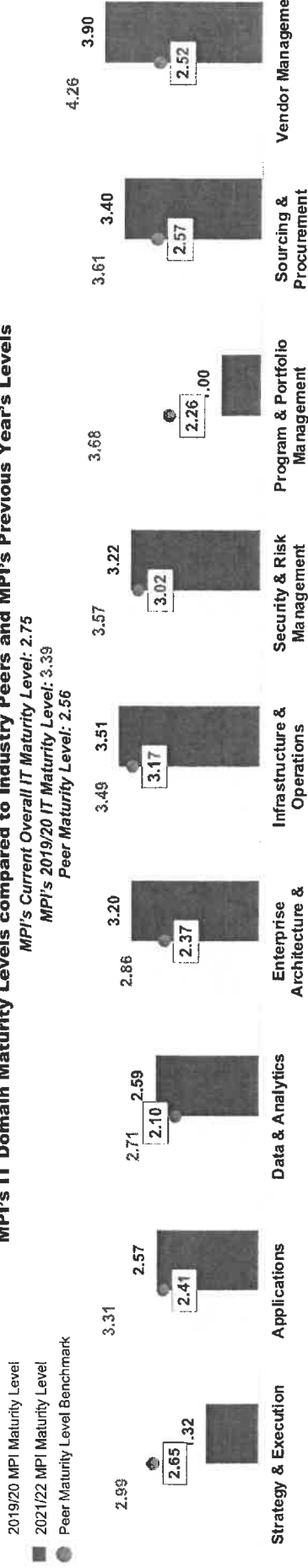


**Enterprise Architecture** has seen significant improvement, with efforts to align technical roadmaps to business requirements



**MPI** are currently in the process of significantly re-baselining capabilities in **Program Portfolio Management**

## MPI's IT Domain Maturity Levels compared to Industry Peers and MPI's Previous Year's Levels



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Maturity scores are assessed on a scale from 1-5, with the score of 5 representing Gartner's best practices for the IT domain.  
 Year-over-year maturity changes may be attributed to:  
 • Change in the levels of MPI's IT Service Delivery.  
 • Evolving criteria required to meet a level of maturity defined by Gartner.



# IT has reset the baseline measurement of its service delivery capabilities and built roadmaps to address gaps

1. Roadmaps have been created in each domain based on re-baselined capabilities
2. MPI continues to plan for modernization of enterprise applications based on a user / customer centric design (Project Nova)
3. Transformation is led by a chief transformation officer, portfolio managers have been appointed, but Project and Portfolio Management capabilities do not exist
4. The IT operating model has been redefined to include guiding principles, standards and metrics

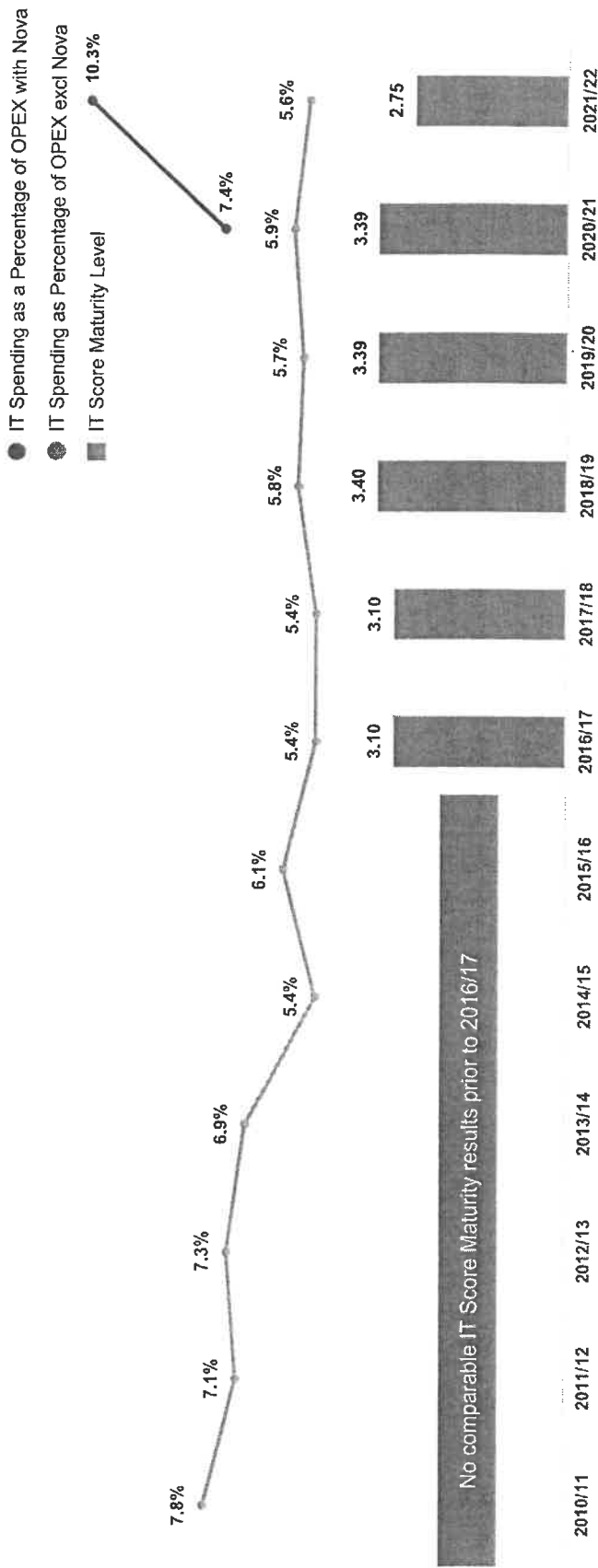


## **The new recommendations for MPI's implementation roadmap are listed below:**

- 1** Develop a complete view of MPI's project portfolio, supported by centralized governance and documented PPM processes and standards
- 2** Map initiatives and processes to measurable business impacts, prioritizing efforts based on an organizational strategy
- 3** Enable self-service reporting and automation as a means of addressing resource limitations and growing demand, aligning D&A efforts to strategic outcomes
- 4** Apply best practices to attract and retain hires, evaluating critical skill gaps and staffing process fit against a workforce plan
- 5** Formalize a documented vendor risk management and supplier management framework

# Over recent years, MPI has demonstrated a stable trend of maintaining IT spending as a proportion of total business expenses, while focusing on IT management best practices

**IT Spending as a Percentage of Enterprise Operating Expense and IT Score Maturity Levels**



**Note:**

- 2021/21 Maturity was not assessed – it was assumed to be the same as the previous year's assessment
- Project Nova costs were not included in IT budget submissions prior to 2020/21

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**TAB 18**

## MPI - Basic Claims



**Manitoba  
Public Insurance**

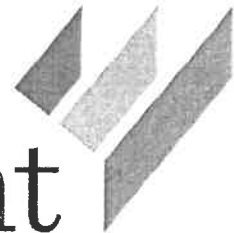
### Executive Summary

As of March 31, 2023

Submitted: May 2023

**Ellement**

Pensions | Benefits | Investments







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## Manitoba Public Insurance - Basic Claims

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## Market Update

Manitoba Public Insurance

As of 3/31/2023

Major Indices	Recent		Annualized				Annual				
	3 Mo	1 Yr	2 Yr	3 Yr	4 yr	5 Yr	2023	2022	2021	2020	2019
<b>Fixed Income</b>											
FTSE Canada Universe Bond	3.22	-2.01	-3.28	-1.67	0.40	0.89	-2.01	-4.52	3.03	6.37	3.63
FTSE Canada LT Bond	4.72	-7.17	-6.40	-4.39	-0.89	-0.20	-7.17	-5.62	2.63	9.48	4.36
FTSE Canada MT Bond	3.85	0.00	-2.56	-1.15	0.93	1.46	0.00	-5.04	3.49	6.92	4.22
FTSE Canada ST Bond	1.82	0.70	-1.33	0.02	1.00	1.33	0.70	-3.31	2.99	3.76	2.75
FTSE Canada All Government Bond	3.37	-2.40	-3.50	-2.50	0.09	0.63	-2.40	-4.58	2.54	7.62	3.73
FTSE Canada All Corp Bond	2.79	-0.97	-2.68	0.63	1.27	1.60	-0.97	-4.36	4.40	3.05	3.35
Median	3.25	-1.68	-2.91	-0.80	0.97	1.40	-1.68	-4.17	3.81	5.83	3.68
<b>Canada</b>											
S&P/TSX Composite	4.55	-5.17	6.76	18.02	9.06	8.80	-5.17	20.19	44.25	-12.38	6.86
BMO Small Cap Blended (UW)	3.70	-17.55	-5.18	30.23	8.07	5.67	-17.55	9.06	145.63	-35.52	-5.62
Median	4.18	-2.51	8.37	19.04	9.61	8.93	-2.51	21.22	43.34	-12.57	5.69
<b>US (C\$)</b>											
S&P 500 (C\$)	7.37	-0.02	7.19	16.83	12.64	12.27	-0.02	14.93	38.06	2.29	7.59
Russell 1000 Value (C\$)	0.89	1.94	6.36	15.96	8.68	8.55	1.94	10.98	37.83	-9.18	6.03
Russell 2000 Value (C\$)	-0.77	-5.69	-1.59	19.00	5.50	5.57	-5.69	2.68	74.00	-24.41	7.33
Russell 1000 TR USD	7.33	-0.74	5.70	16.58	12.24	11.95	-0.74	12.57	41.80	1.04	7.91
Median	5.61	0.96	6.88	16.10	11.89	11.21	0.96	12.73	37.70	0.59	6.75
<b>US (US\$)</b>											
S&P 500 (US\$)	7.50	-7.73	3.30	18.80	11.89	11.19	-7.73	15.65	56.35	-4.78	4.68
Russell 1000 Value (US\$)	1.01	-5.91	2.50	17.93	7.96	7.50	-5.91	11.67	56.09	-15.47	3.16
Russell 2000 Value (US\$)	-0.66	-12.96	-5.17	21.01	4.80	4.55	-12.96	3.32	97.05	-29.64	4.42
Russell 1000 TR USD	7.46	-8.39	1.86	18.55	11.49	10.87	-8.39	13.27	60.59	-5.95	4.99
Median	5.73	-6.82	3.00	18.07	11.15	10.14	-6.82	13.43	55.95	-6.36	3.86
<b>International</b>											
MSCI EAFE (C\$)	8.50	7.42	4.17	11.62	6.70	5.05	7.42	1.01	28.17	-5.82	-2.94
Median	8.84	7.62	2.57	12.12	7.18	4.96	7.62	-1.87	31.95	-4.04	-3.48
<b>Global</b>											
MSCI World (C\$)	7.75	1.27	5.50	15.01	10.48	9.63	1.27	9.92	36.66	-1.15	3.81
Median	6.69	4.13	5.80	13.91	9.38	8.43	4.13	7.73	33.86	-2.65	3.84



## Performance Summary

Manitoba Public Insurance

As of 3/31/2023

Performance Summary Asset Class and Manager	MV in Millions	MRQ	YTD	12 Month Results				
				2023	2022	2021	2020	4 Year
<b>Total Fund</b>	<b>\$2,074.4</b>	3.1	(1.8)	(1.8)	(2.8)	3.1	5.7	1.1
<b>Total Fund w/ Imp</b>	<b>\$2,068.5</b>	3.4	(2.8)	(2.8)	(5.4)	3.6	6.4	0.5
<i>Custom Benchmark</i>		3.9	(2.4)	(2.4)	(4.8)	2.2	7.0	0.5
<i>Fixed Income Median</i>		3.2	(1.7)	(1.7)	(4.2)	3.8	5.8	5.8
Value Added (TF w/ IMP vs Benchmark)		<b>-0.5</b>	<b>-0.5</b>	<b>-0.5</b>	<b>-0.6</b>	<b>1.4</b>	<b>-0.6</b>	<b>-0.1</b>
Value Added (TF w/ IMP vs Median)		<b>0.2</b>	<b>-1.1</b>	<b>-1.1</b>	<b>-1.2</b>	<b>-0.2</b>	<b>0.6</b>	<b>-5.4</b>

Note: Value Added vs Custom Benchmark

<b>Total Fixed Income</b>	<b>\$2,074.4</b>	3.1	(1.8)	(1.8)	(2.8)	3.1	5.4	1.0
<b>MPI w/ Imp</b>	<b>\$2,068.5</b>	3.4	(2.8)	(2.8)	(5.4)	3.6	6.1	0.4
<b>Marketable</b>	<b>\$1,573.4</b>	3.8	(3.9)	(3.9)	(5.3)	3.4	6.1	0.1
<b>Non Mkt Imp</b>	<b>\$451.1</b>	2.5	0.0	0.0	(6.4)	5.8	7.0	1.6
<b>Non Mkt Book</b>	<b>\$456.9</b>	1.0	4.3	4.3	4.4	4.5	4.6	4.4
<b>Callable Short Term</b>	<b>\$44.1</b>	1.2	2.8	2.8	0.1	0.2	1.7	1.2
<b>Government</b>	<b>\$1,047.1</b>	4.1	(4.3)	(4.3)	(5.6)	1.4	7.5	(0.2)
<b>Corporate</b>	<b>\$526.3</b>	3.3	(2.7)	(2.7)	(4.6)	8.8	3.0	1.0
<i>Basic Claims Custom Provincial Benchmark</i>		4.2	(3.3)	(3.3)	(4.9)	0.5	7.9	0.1
<i>Basic Claims Custom Corporate Benchmark</i>		3.8	(2.7)	(2.7)	(5.2)	9.0	3.6	1.0
<i>FTSE Canada Universe Bond</i>		3.2	(2.0)	(2.0)	(4.5)	1.6	6.4	0.4
<i>Median</i>		3.2	(1.7)	(1.7)	(4.2)	3.8	5.8	1.0
Value Added (Fixed Income)		<b>-0.1</b>	<b>0.2</b>	<b>0.2</b>	<b>1.7</b>	<b>1.5</b>	<b>-1.0</b>	<b>0.6</b>
Value Added (MPI w/Imp)		<b>0.2</b>	<b>-0.8</b>	<b>-0.8</b>	<b>-0.9</b>	<b>2.0</b>	<b>-0.3</b>	<b>0.0</b>
Value Added (Marketable)		<b>0.6</b>	<b>-1.8</b>	<b>-1.8</b>	<b>-0.7</b>	<b>1.8</b>	<b>-0.2</b>	<b>-0.3</b>
Value Added (Non Mkt Imp)		<b>-0.7</b>	<b>2.1</b>	<b>2.1</b>	<b>-1.9</b>	<b>4.2</b>	<b>0.6</b>	<b>1.2</b>
Value Added (Non Mkt Book)		<b>-2.2</b>	<b>6.3</b>	<b>6.3</b>	<b>8.9</b>	<b>2.9</b>	<b>-1.8</b>	<b>4.0</b>

Note: Value Added vs FTSE Canada Universe Bond



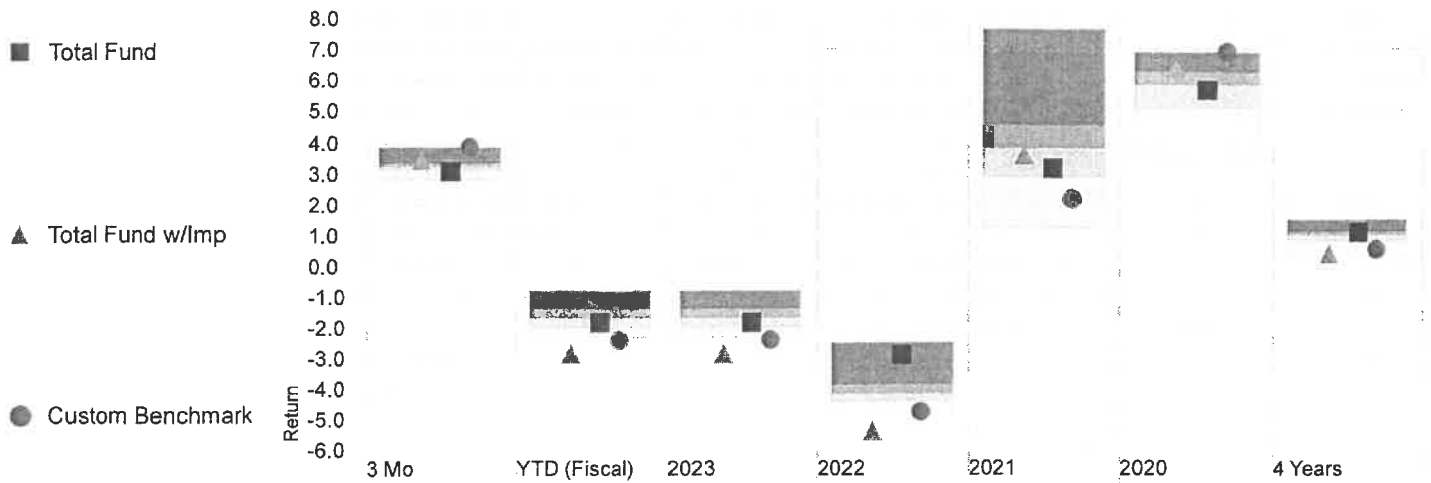
**Total Fund**

Manitoba Public Insurance

As of 3/31/2023

**Trailing Performance**

Peer Group (5-95%): Universe - Canadian Fixed Income



	3 Mo	YTD (Fiscal)	2023	2022	2021	2020	4 Years
Total Fund	3.11	-1.80	-1.80	-2.84	3.14	5.70	1.08
Total Fund w/Imp	3.44	-2.81	-2.81	-5.38	3.58	6.40	0.46
Custom Benchmark	3.93	-2.35	-2.35	-4.75	2.16	6.97	0.54
Median	3.25	-1.68	-1.68	-4.17	3.75	5.83	0.97

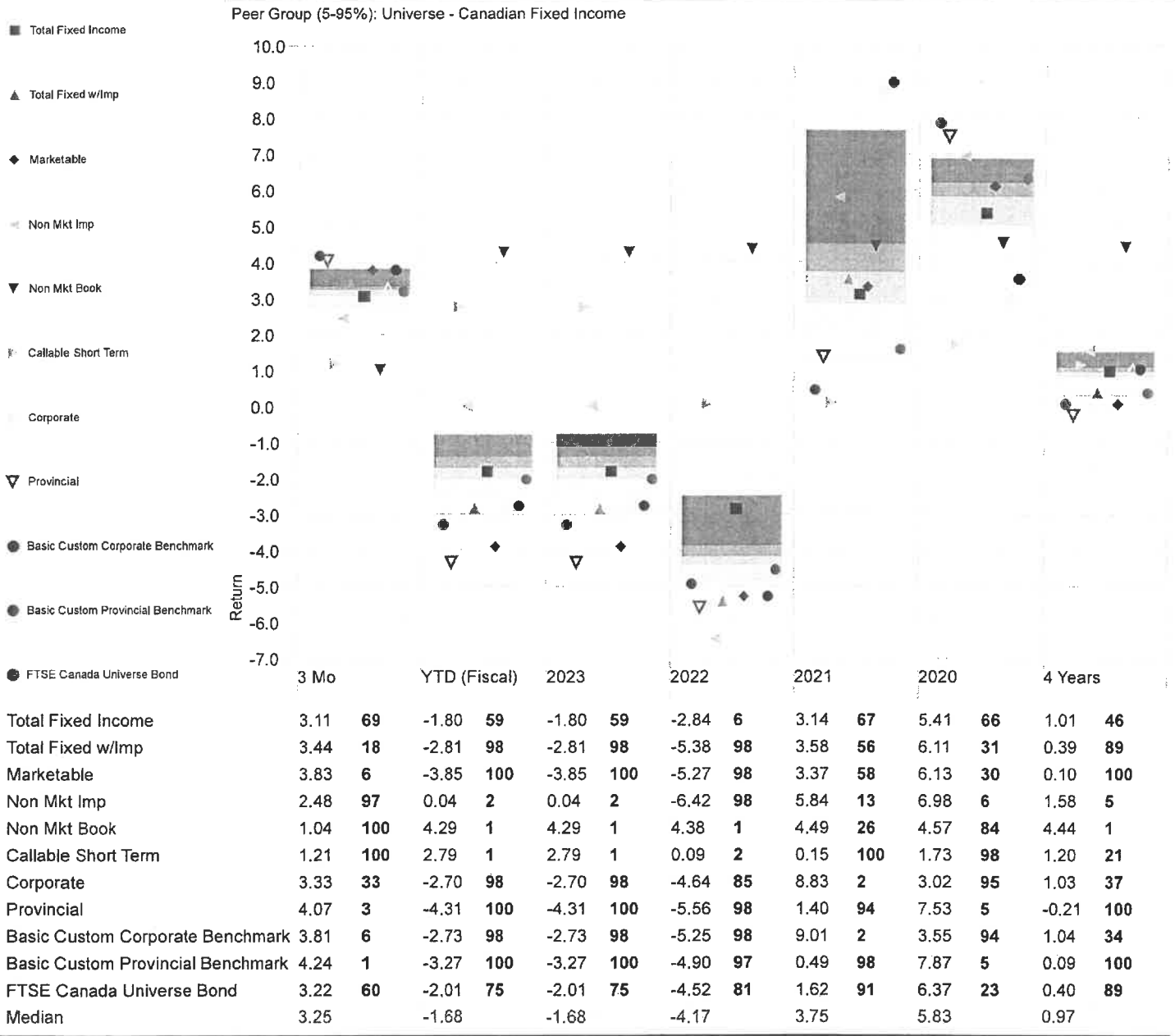


# Total Fixed Income

Manitoba Public Insurance

As of 3/31/2023

## Trailing Performance



**Comparative Measurement***Manitoba Public Insurance*As of 3/31/2023

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To assist the reader of this report, a description of the background universe is being provided. Per instruction from MPI in August 2016, Ellement Consulting Group will no longer be providing Fiscal Year Ending Quarterly Reports. Ellement Consulting Group will now provide measurement of the MPI Fund at calendar year quarter end. Following fiscal year end 2019, Ellement will now provide measurement of the MPI Portfolio and sub portfolio only once a year at fiscal year-end. Peer universes used to rank performance and compare funds are from Morningstar.

With the February 2007 fiscal quarter report, a Custom Universe has been added. This universe is comprised of pooled funds weighted to MPI's policy asset mix which provides a performance comparison that is independent of asset mix. Prior to that, the Total Fund had been compared only to a Balanced Universe. Beginning with the November 2015 fiscal report, the Custom Universe is being run out of Morningstar.

Ellement Consulting Group began measuring the MPI fund as of July 1, 2003. Fixed Income returns are supplied by MPI, while Equity returns are calculated independently by Ellement from custodial records. Some data is obtained directly from the investment managers for improved accuracy. Return data prior to 2003 is a combination of MPI records and prior measurement reports.



# Disclaimer

1. The rates of return used in this Report are not necessarily a prediction of possible future experience.
2. The rates of return used in this Report are believed to be accurate, complete and timely. Rounding issues may arise.
3. Reliance for data has been made primarily on the custodial statements of the Plan, Morningstar Direct, eVestment, the Bank of Canada, Ellement Performance Measurement Proprietary System and the Canadian Institute of Actuaries publications on Economic Statistics in the preparation of this Report. Additional information provided from investment managers has been of assistance from time to time.
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5. Careful deliberation, perhaps with supplementary information, may be required before investment managers are hired, continued or terminated, or before an asset class mix change is directed.



**June 15, 2023**

**2024 GENERAL RATE APPLICATION  
Part XI - INV Attachment A**





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1345 Taylor Avenue  
Winnipeg, Manitoba  
Canada R3M 3Y9

P: 204.954.7300  
TF: 888.640.1045  
F: 204.954.7310  
contact.us@ellement.ca

[www.ellement.ca](http://www.ellement.ca)

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