

Order No. 73/17

MANITOBA PUBLIC INSURANCE CORPORATION (MPI OR THE CORPORATION):

**PROCEDURAL ORDER
(2018/19 RATES AND PREMIUMS FOR COMPULSORY DRIVER
AND VEHICLE INSURANCE)
TIMETABLE FOR A PUBLIC HEARING, APPROVAL OF INTERVENERS
and APPROVAL OF ISSUES**

July 7, 2017

BEFORE: Robert Gabor, Q.C. Chair
Carol Hainsworth, Member
Allan Morin, B.A., ICD.D., Member
Robert Vandewater, B.A., FCSI., CPA (Hon), KStJ., CD., Member
Michael Watson, Member

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1.0 Summary

By this Order, the Public Utilities Board of Manitoba (Board) accepts Interveners to the Board's public hearing of the General Rate Application (GRA) of Manitoba Public Insurance Corporation (MPI or Corporation) for the review and approval of base rates and premiums for compulsory driver and vehicle insurance (the new rates are to take effect March 1, 2018). By this Order the Board also provides Interveners with direction, establishes an issues list, approves the pre-qualification of certain expert witnesses, and establishes a timetable pertaining to the proceeding.

2.0 Introduction

The Board held a Pre-Hearing Conference (PHC) at its offices in Winnipeg on Wednesday, June 28, 2017, for the purposes of:

- Considering applications from prospective interveners (“Intervenors”) and matters related thereto;
- Considering the issues to be decided by the Board on the GRA and procedural matters;
- Hearing requests from MPI and prospective Intervenors for pre-qualification of expert witnesses; and
- Establishing a timetable for the hearing.

This Order arises from the PHC.

At the PHC, the following exhibits were entered into the record of this proceeding by Board counsel:

1. Notice of Public Hearing and PHC, dated June 16, 2017;
2. Board's Rules of Practice and Procedure (Rules);
3. Proposed hearing timetable;
4. Letter issued by the Board Secretary to MPI and prospective Intervenors dated June 19, 2017, with attachments; and
5. Letter issued by the Board Secretary to MPI and prospective Intervenors dated June 19, 2017, in respect of the process for pre-qualification of expert witnesses.

At the PHC, the following exhibits were entered into the record of this proceeding by MPI:

1. GRA, three volumes; and
2. Issues List.

The parties seeking Intervener status were asked to:

- (a) Indicate their constituency and interests;
- (b) Outline the areas of MPI's application that they intended to test;
- (c) Provide their reasons for requesting Intervener status;
- (d) Specify their plans to call evidence/witnesses; and
- (e) Indicate their interest with respect to seeking an award of costs, and, if interest was expressed, to provide a draft budget.

The Board advised prospective Interveners that it intends to apply the criteria set out in the Board's Rules in decisions with respect to the awarding of costs, such decisions being at the sole discretion of the Board.

The following parties applied for Intervener status within the GRA proceeding:

- (a) Consumers' Association of Canada (Manitoba) Inc. (CAC), represented in person at the PHC by counsel, Mr. Byron Williams and Ms. Katrine Dilay;
- (b) Coalition of Manitoba Motorcycle Groups (CMMG), represented in person at the PHC by counsel, Mr. Raymond Oakes;
- (c) Canadian Automobile Association Manitoba (CAA), represented in person at the PHC by Ms. Erika Miller; and

- (d) Bike Winnipeg (BW), represented in person at the PHC by counsel Mr. Christian Monnin.

At the PHC, MPI was represented by Mr. Michael Triggs, General Counsel and Corporate Secretary, Mr. Steve Scarfone, MPI Legal Counsel, Mr. Peter Yien, Acting Vice-President, Finance and Chief Financial Officer, and Mr. Jeff Crozier, Director of Regulatory Affairs.

Prior to the PHC, on June 19, 2017, the Board issued a letter with respect to both the GRA and processes implemented by the Board, including Minimum Filing Requirements to be followed by MPI, and the scheduling of an Application Overview Workshop ("the Workshop"), at which potential issues to be decided pursuant to the GRA were to be discussed and identified. Prior to the Application Overview Workshop taking place on June 26, 2017, a preliminary issues list was circulated to MPI and all prospective Interveners.

In accordance with the direction given by the Board in its letter of June 19, 2017, on June 27, 2017, MPI circulated a list of the issues that were discussed at the Workshop, listing the issues on which there was consensus reached at the Workshop as to their inclusion in the GRA, and those issues on which consensus had not been reached. From MPI's perspective, those issues where there was no consensus were issues that, while relevant, would not need to be explored in detail in the GRA. The issues list circulated by MPI was as follows:

Issues Agreed to be within Scope of 2018 GRA

1. Requested vehicle rate (2.7% vehicle rate increase overall, varying by Major Class, etc.; no RSR rebuilding fee; no changes to other fees and discounts);

2. Requested 1.8% in overall revenue through changes to Driver Safety Rating and implementation of changes;
3. Rate indication based on accepted actuarial practice in Canada;
4. Proposed compliance filing based on interest rates as at November 30, 2017;
11. DCAT and the target RSR/total equity threshold levels;
15. Claims forecasting (including PIPP);
17. Disposition of excess reserves in the Extension and SRE lines of business (Note: the Board's jurisdiction on this issue is limited to the relationship of these excess reserves to Basic retained earnings including RSR rebuilding and rebating);

Issues without consensus on inclusion or exclusion from scope

5. Compliance with Board Order 162/16;
6. Interest rate forecasting methodology;
7. Interest rate forecasting risk;
8. Financial forecast accuracy (2016/17 forecast versus actual results);
9. Changes in projected financial results;
10. Cost allocation methodology;
12. Performance of the investment portfolio and the composition of the portfolio;

13. Investment Policy Statement;
14. The cost of operations and cost containment measures;
16. Operational benchmarking, including with comparison to other provinces;
18. New or enhanced services being developed or examined by MPI;
19. Run-off of prior year claims during 2016/17;
20. IT strategy and projects including the Physical Damage Re-engineering Project, Distributed Estimating Technology Modernization and other initiatives planned for or ongoing in the rating years;
21. Road safety, loss prevention and a review of related expenditures; and
22. A variety of other issues that may arise (depending upon the nature and scope of the issue).

3.0 Applications for Intervener Status

CAC

CAC advised that it is a volunteer, non-profit independent organization, which represents the interests of consumers and aims to protect the interests of all MPI consumers with a particular emphasis on the private passenger class. CAC intends to assert consumers' right to just, reasonable and sustainable rates, by exploring such issues as reliability of forecasting, the justification for operating, maintenance and administration costs, the overall financial health of MPI, the allocation of costs between and within classes, and whether the proper actuarial principles are in place for the indicated rate.

With respect to the GRA, CAC indicated it intends to explore issues that have carried over from the 2017/18 GRA and new questions for the 2018/19 GRA, as follows:

Ongoing issues from the 2017/18 General Rate Application:

- Ratemaking in accordance with accepted actuarial practice;
- Forecasting risk, including forecasts relating to interest rates, comprehensive, collision and personal injury protection plan claims;
- Risks, opportunities and outcomes related to information technology investments including Physical Damage Re-engineering, the need for improved business case analysis in assessing information technology investments, including a need to understand the strategic direction of the information technology portfolio;
- Risks, opportunities, outcomes and reliability of forecasts related to the Investment Portfolio;
- Agreement on appropriate evidence based approach to determining the appropriate range and level of the Rate Stabilization Reserve;

- Risks, opportunities, costs and cost savings relating to investments in road safety; and
- Loss prevention and road safety.

New Questions for the 2018/19 General Rate Application:

- Is there a statistically sound, actuarially indicated basis for the significant proposed changes to the Driver Safety Rating scale?
- What are the implications over time of management actions, including management staff reductions?
- What are the implications in the short, medium and long term of ongoing and proposed changes in the investment portfolio?

Lastly, CAC identified what it considers to be the core questions for the 2018/19 GRA, as follows:

- Does the application provide a reliable analytic basis for the determination of sustainable, just and reasonable rates over the short, medium and long term?
- In setting just and reasonable rates, is MPI acting in a prudent, reasonable and justifiable matter in terms of expenditures, risk mitigation and preserving sustainable long term integrity?
- Does the application strike an appropriate balance between the consumer interests and the health of the Crown-owned monopoly?

CAC advised that it intends to appear throughout the hearing, to participate in the production of evidence, to participate in the testing of evidence, and to present final argument. CAC advised that it intends to call two expert witnesses at the GRA hearing on the issue of the Rate Stabilization Reserve, including appropriate methodology for determining the target and the range. CAC advised that it may also call a witness with expertise in investment portfolio management.

CAC advised that it will seek a costs award, and provided an intervention budget in the amount of \$163,825.75 to \$198,880.75, including legal fees, accounting consulting fees, actuarial consulting fees, expert witness consulting fees and disbursements.

CMMG

CMMG is a volunteer, non-profit organization that was formed in 1992 in response to motorcycle rate increases. It has approximately 250 paid members.

CMMG stated that it seeks to assist the Board in critically evaluating the GRA, testing the evidence and raising issues of concern and interest to the motorcycling public specifically and Manitoba ratepayers generally. CMMG indicated that it intends to examine the following issues:

- Rate methodology;
- Loss experience;
- Investment returns;
- Road Safety; and
- New initiatives for motorcycle insurance.

CMMG advised that it intends to appear throughout the hearing, to participate in the testing of evidence and to present final argument. CMMG will seek a costs award, and provided an intervention budget of \$54,314.40 inclusive of tax, fees and disbursements. CMMG will not be producing any witnesses in connection with its intervention.

CAA

CAA represents over 230,000 Manitobans, amounting to approximately 25% of drivers in the province. CAA seeks to intervene in the GRA process to fulfill its obligation to advocate on behalf of its members a wide range of road safety issues, and to ensure

that insurance rates are fair and reasonable for all ratepayers and that the process used to determine rates is open and transparent.

CAA advised that it does not intend to call any witnesses or present evidence at the GRA, nor will it seek an award of costs.

BW

BW is a not-for-profit organization which seeks to intervene in the GRA to build upon its contribution to the GRAs in previous years. BW indicated that it wishes to assist the Board in critically evaluating the Loss Prevention and Road Safety section of MPI's application, by testing the evidence and raising issues of concern and interest to vulnerable road users, which include but are not limited to cyclists (and to Manitobans generally). BW seeks approval to intervene on the following issues:

- The optimum size of MPI's road safety budget and whether it is sufficient to enable a significant reduction in the costs to MPI of injuries to vulnerable road users (including but not limited to cyclists) in the short term and long term;
- The adequacy of MPI's road safety program with respect to the fatal and severe injury of vulnerable road users (including but not limited to cyclists); and
- The quality and clarity of MPI's data collection, analysis and accessibility, regarding collisions involving vulnerable road users (including but not limited to cyclists), particularly in comparison to transportation safety programs from local, national and international entities and jurisdictions.

BW also referenced the Board's finding in Order 162/16 that MPI's road safety planning and portfolio had not yet reached maturity, and advised that it wishes to assist the Board in understanding and considering the issues and matters in Order 162/16.

BW advised that it intends to appear throughout the hearing, to test the evidence and make submissions. BW seeks costs in the range of \$22,600.00 to \$36,560.00, inclusive of legal fees and disbursements, and exclusive of applicable taxes.

MPI

MPI did not take issue with any of the applications for intervention.

4.0 Issues List

MPI and the prospective Interveners provided comment on the issues list. MPI's position was that, while all of the issues that were set out in the list are relevant, the question is whether the issues could be refined or limited so as to reduce the number ultimately examined in the public hearings. With respect to those issues which in its view should be refined or limited, MPI indicated as follows:

5. Compliance with Board Order 162/16: MPI's position was that it had largely complied with the Order, with some exceptions and as such further significant review would not be necessary.
6. Interest rate forecasting methodology: MPI's position was that this issue, and issue 7, are subsumed in issue number 4, which is the proposed compliance filing as at November 30, 2017.
7. Interest rate forecasting risk: MPI's position was as above in issue 6.
8. Financial forecast accuracy (2016/17 forecast versus actual results): MPI's position was that this ought to be a non-contentious issue.
9. Changes in projected financial results: MPI's position was that, given the change ratemaking in accordance with accepted actuarial practice, net income is no longer determinative of rates.
10. Cost allocation methodology: MPI's position is that there have been no changes in methodology and as such the issue need not be explored.
12. Performance of the investment portfolio and the composition of the portfolio: MPI's position was that this issue is premature, as it intends to file a new Asset Liability Management Study in the 2019 GRA.

13. Investment Policy Statement: MPI's position was that this issue is subsumed in issue 12, above.
14. The cost of operations and cost containment measures: MPI's position was that cost containment efforts have been successful and accordingly, this is not an issue for the GRA.
16. Operational benchmarking, including with comparison to other provinces: MPI's position was that this would not be a contentious issue.
18. New or enhanced services being developed or examined by MPI: MPI indicated that there are no new or enhanced services in the GRA, accordingly, this is not an issue to be explored.
19. Run-off of prior year claims during 2016/17: MPI's position was that this issue is duplicative of issue 15, claims forecasting.
20. IT strategy and projects including the Physical Damage Re-engineering Project, Distributed Estimating Technology Modernization and other initiatives planned for or ongoing in the rating years: MPI's position was that its overall IT strategy has not yet been prepared, and that to the extent that IT is examined in the GRA, it should be limited.
21. Road safety, loss prevention and a review of related expenditures: MPI's position was that the materials in the application were a full answer to the issue of loss prevention and road safety.
22. A variety of other issues that may arise (depending upon the nature and scope of the issue): MPI's position was that this could encompass the post-implementation review of the BI³ which was filed in the application, but that the purpose of the project has now expired.

MPI's comments on the issues list took place in the context of a discussion about GRA procedure overall. MPI expressed the view that there should be a focus on efficiencies and improving the process. MPI raised the question as to whether every issue must be thoroughly reviewed in every GRA, or if the process would be better served by examining some issues thoroughly and looking for efficiencies where issues which are less central to the question of just and reasonable rates.

CAC's position on the issues list was that all issues should be included, both those on which there was consensus and where no consensus was reached. However, CAC indicated that it did not intend to explore issue 10, cost allocation methodology, or issue 18, new or enhanced services being examined or developed by MPI.

CMMG was of the view that all of the 22 issues set out in the issues list should be included in the GRA, although CMMG would not be focussed on each of them. CMMG also expressed the view that the Board's hearing process is efficient, and spending additional time attempting to refine issues would not provide further efficiency.

BW took the same position as CAC, CMMG and CAA, and indicated that the information provided in the loss prevention and road safety section of the application, while extensive, would still need to be tested.

5.0 Pre-Qualification of Expert Witnesses

The Board instituted a process for the pre-qualification of expert witnesses at the PHC. The process employed was as follows.

1. MPI or a prospective Intervener intending to call an expert witness in the GRA hearings provided notice to the Board of the intention to have the witness qualified, and provided the *curriculum vitae* of the witness to the Board, along with the proposed area(s) of qualification.
2. At the PHC, the party seeking pre-qualification made submissions to the Board as to the qualifications of the witness and made the request for pre-qualification. The witness was not called to be examined on his or her qualifications.
3. The other parties were canvassed as to their positions on the request for pre-qualification.

MPI

MPI requested pre-qualification of three expert witnesses it is prepared to produce to testify at the public hearings:

- Martin Geffen: Mr. Geffen is a Vice President of Gartner Group and provides consulting services in the areas of technology planning, architecture, design and implementation issues. MPI requested that he be pre-qualified as an expert in the area of the use and planning of information technology, and information technology governance. He was previously qualified as such in the 2017 GRA.
- Steve Yendall: Mr. Yendall is a Partner in Financial Services Advisory Practice with Ernst & Young LLP and was the lead in the Ernst & Young LLP evaluation of MPI's *Business and Injury Improvement Initiative* (BI³). MPI requested that he be pre-qualified as an expert in the area of operational strategy and transformation.

- Liam McFarlane: Mr. McFarlane is the Chief Actuary for Ernst & Young LLP and leads the firm's actuarial practice. He was part of the project team for the BI³ evaluation and was involved in examining the data and findings. MPI requested that he be pre-qualified as an expert in the area of actuarial pricing and reserving for automobile regimes and government insurance.

CAC

CAC requested pre-qualification of three expert witnesses:

- Dr. Wayne Simpson: Dr. Simpson is a Professor of Economics at the University of Manitoba. CAC requested that he be pre-qualified as an expert in applied econometrics, applied microeconomics, and quantitative methods. Dr. Simpson was qualified as an expert in applied econometrics and applied microeconomics in the 2017 GRA.
- Andrea Sherry: Ms. Sherry is Vice-President, Insurance Solutions with The Wawanesa Mutual Insurance Company. CAC requested that she be pre-qualified as an expert in actuarial analysis with a particular focus on pricing, ratemaking, and risk related to automobile insurers generally, including Crown-owned automobile insurers. Ms. Sherry was qualified in the 2017 GRA as an expert in actuarial matters, and specifically: (1) in valuation, including the calculation of policy liabilities, forecast premiums, and claims amounts based upon trends; and (2) in solvency and economic capital, including oversight of capital stress testing and economic capital calculations; and actuarial pricing and product development.
- Valter Viola: Mr. Viola is a Chartered Financial Analyst and provides consulting services to institutional investors, Boards, Investment Committees and Management Teams on investment strategies and investment risk management.

CAC requested that he be pre-qualified as an expert in investment portfolio management, risk management related to investment portfolios, investment research and economics.

Consensus was reached among MPI and the prospective Interveners with respect to each of the requests for pre-qualification, and no objections were noted.

6.0 Board Comments and Decisions

After considering all of the submissions with respect to Intervener applications, the Board will grant Intervener status to each of CAC, CMMG, CAA and BW.

CAC is granted Intervener status to examine all issues arising in the GRA.

CMMG is granted Intervener status to examine the issues it has identified, as follows:

- Rate methodology;
- Loss experience;
- Investment returns; and
- Road Safety.

CAA is granted Intervener status to examine the issues of the requested rate and road safety.

The scope of the intervention granted to BW is to assist the Board in critically evaluating:

- the optimum size of MPI's road safety budget and whether it is sufficient to enable a significant reduction in the costs to MPI of injuries to vulnerable road users (including but not limited to cyclists) in the short and long term;
- the adequacy of MPI's road safety programs with respect to the fatal and severe injury of vulnerable road users (including but not limited to cyclists);
- the quality and clarity of MPI's data collection, analysis and accessibility, regarding collisions involving vulnerable road users (including but not limited to cyclists), particularly in comparison to

- transportation safety programs from local, national and international entities and jurisdictions; and
- road safety issues and matters continuing from Order 162/16.

As always, the Board expects a high degree of co-operation among all Interveners and with Board counsel to avoid duplication and restrain regulatory costs.

Attached to this Order as **Schedule “A”** is the rate sheet by which Board counsel and counsel for the Interveners shall have their rates set, according to years of seniority at the Bar.

Should any approved Intervener seeking an award of costs determine that their approved budget will be exceeded by 10% or more, that Intervener is to immediately notify the Board, explain the reason for the need to revise the budget and also propose the amount of additional funding being sought.

With respect to the issues list, the Board has taken into consideration the submissions made by MPI and the Interveners. The Board recognizes that certain issues may take priority in a given GRA, and those priorities will change from year to year. The Board, however, is not prepared to limit the issues list at this early stage of the proceedings.

The Board acknowledges the submissions made by MPI on proposed efficiencies and will consider its recommendations as the GRA process unfolds. The Board hopes that further in the GRA process, MPI and the Interveners may be able to reach agreement on the scoping or refining of some of the issues such that they may be dealt with efficiently in the public hearings, whether through limiting oral evidence on the issues, or confirming that an issue or issues have been thoroughly canvassed through the Information Request process.

The Board has determined that the issues to be considered within the scope of the GRA are as follows:

1. requested vehicle rate (2.7% vehicle rate increase overall, varying by Major Class, etc.; no RSR rebuilding fee; no changes to other fees and discounts);
2. requested 1.8% in overall revenue through changes to Driver Safety Rating and implementation of changes;
3. rate indication based on accepted actuarial practice in Canada;
4. proposed compliance filing based on interest rates as at November 30, 2017;
5. compliance with Board Order 162/16;
6. financial forecast:
 - a. interest rate forecasting methodology;
 - b. interest rate forecasting risk;
 - c. financial forecast accuracy (2016/17 forecast versus actual results);
 - d. changes in projected financial results;
7. cost allocation methodology;
8. DCAT and the target RSR/total equity threshold levels;
9. performance of the investment portfolio and the composition of the portfolio;
10. Investment Policy Statement;
11. the cost of operations and cost containment measures;

12. claims forecasting (including PIPP);
13. operational benchmarking, including with comparison to other provinces;
14. disposition of excess reserves in the Extension and SRE lines of business (Note: the Board's jurisdiction on this issue is limited to the relationship of these excess reserves to Basic retained earnings including RSR rebuilding and rebating);
15. run-off of prior year claims during 2016/17;
16. Existing IT strategy, expenditures and projects including the Physical Damage Re-engineering Project, Distributed Estimating Technology Modernization and other initiatives planned for or ongoing in the rating years;
17. road safety, loss prevention and a review of related expenditures; and
18. a variety of other issues that may arise (depending upon the nature and scope of the issue), including BI³ and the Ernst & Young LLP Evaluation.

The Board has taken into account the comments of MPI and CAC and has therefore removed the issue of new or enhanced services being developed or examined by MPI from the issues list.

The Board has reviewed and considered the qualifications of the proposed expert witnesses put forward by MPI and CAC, and accepts that they are qualified as experts on the terms as proposed by MPI and CAC respectively. Therefore, the Board will not require that they be examined on their expertise should they be called to testify in the public hearings.

Timetable

It was apparent at the PHC that a consensus was reached on the proposed timetable. The Board has set as hearing dates with respect to the GRA the following: October 2 - 6, 2017, October 10 - 13, 2017, and October 16 - 20, 2017 (a total of 14 hearing days). It is the Board's expectation that some of these hearing dates will not be utilized, but all days were reserved to permit flexibility in scheduling.

Attached hereto as **Schedule "C"** are the procedures to be followed over the course of the GRA process, and attached hereto as **Schedule "D"** is the Information Request template to be utilized by all parties to the GRA. As provided for within the template, the party submitting an Information Request must reflect the rationale for the question. Similarly, and as also provided for within the template, should a full or partial answer be refused, the party refusing to answer or fully answer the question must reflect the rationale for the refusal.

7.0 IT IS THEREFORE ORDERED THAT:

1. Interveners to the hearing shall be:
 - (a) Consumers' Association of Canada (Manitoba) Inc.;
 - (b) Coalition of Manitoba Motorcycles Groups Inc.;
 - (c) Canadian Automobile Association (Manitoba); and
 - (d) Bike Winnipeg (limited scope).
2. **Schedule "B"**, as attached, shall be the timetable for the orderly exchange of information by the participating parties.
3. **Schedule "C"**, as attached, shall apply with respect to the hearing of the GRA.

Board decisions may be appealed in accordance with the provisions of Section 58 of *The Public Utilities Board Act*, or reviewed in accordance with Section 36 of the Board's Rules of Practice and Procedure. The Board's Rules may be viewed on the Board's website at www.pubmanitoba.ca.

THE PUBLIC UTILITIES BOARD

"Robert Gabor, Q.C."

Chair

"Darren Christle, MPA, B.A., CCLP., P.Log, MCIT"

Secretary

Certified a true copy of Order No. 73/17
issued by the Public Utilities Board

Secretary

SCHEDULE "A"**PUBLIC UTILITIES BOARD OF MANITOBA**
RATE STRUCTURE
(Effective as of January 1, 2016)**LEGAL COUNSEL:**

20 or more years of relevant experience	\$285/hr
15-19 years	Up to \$240/hr
10-14 years	Up to \$190/hr
5-9 years	Up to \$140/hr
Base salary (new lawyer)	\$100/hr

ACCOUNTANTS:

20 or more years of relevant experience	\$240/hr
15-19 years	Up to \$205/hr
10-14 years	Up to \$170/hr
5-9 years	Up to \$135/hr

Base fee (new accountant)	\$100/hr
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ENGINEERING SERVICES:

20 or more years of relevant experience	\$200/hr
15-19 years	Up to \$175/hr
10-14 years	Up to \$150/hr
5-9 years	Up to \$125/hr
Base fee	\$100/hr

SCHEDULE "B"

ITEM	2017 DATES	Day of the Week	2017 Elapsed Working Days
1. Application filed and served	June 16, 2017	Friday	0
2. Notice of Public hearing to be published	June 24, 2017	Saturday	5
3. PUB Workshop	June 26, 2017	Monday	6
4. Interveners complete Registration	June 26, 2017	Monday	6
5. Last day to file as an Intervener	June 26, 2017	Monday	6
6. Pre-hearing Conference	June 28, 2017	Wednesday	8
7. Board to circulate list of Interveners, complete timetable to Interveners and applicant	July 06, 2017	Thursday	13
8. MPI to be in receipt of first round information requests	July 12, 2017	Wednesday	17
9. MPI to provide response to first round information requests	August 04, 2017	Friday	34
10. MPI to be in receipt of second round information requests	August 18, 2017	Friday	43
11. Parties to file any motions	August 24, 2017	Thursday	48

12. Board to hear all motions	August 28, 2017	Monday	50
13. MPI to publish reminder notice and any amendments to application	September 9, 2017	Saturday	57
14. MPI to file responses to second round information requests	September 11, 2017	Monday	58
15. MPI to file and serve any further amendments to application, if required	September 11, 2017	Monday	58
16. Parties to file any motions	September 13, 2017	Wednesday	60
17. Board to hear all motions	September 15, 2017	Friday	62
18. Board decision on motions, meeting among Counsel, if required	September 18, 2017	Monday	63
19. Interveners to file pre-filed testimony to all parties	September 19, 2017	Tuesday	64
20. Interveners to be in receipt of information requests from all parties	September 21, 2017	Thursday	66
21. Interveners to provide responses to all information requests	September 25, 2017	Monday	68
22. MPI to file rebuttal evidence	September 28, 2017	Thursday	71
23. Hearing commences	October 2 to 6	Monday to Friday	5 days

October 10 to 13 Tuesday to 4 days
Friday

October 16 to 20 Monday to 5 days
Friday

Board Issues Order

December 1, 2017

SCHEDULE "C"

**PROCEDURES TO BE FOLLOWED AT THE
MANITOBA PUBLIC INSURANCE CORPORATION
2018 RATE APPLICATION**

1. Hearing and Rural Meetings:
 - (a) Winnipeg hearing will be held at the Board's office, 4th Floor, 330 Portage Avenue, Winnipeg, commencing on October 2, 2017 at 9:00 a.m. and continuing thereafter as necessary.
 - (b) Rural Meetings (if necessary) – time, location and place to be identified.

2. Hearing Times Each Day:

9:00 a.m. to 12:00 Noon

1:15 p.m. to 4:00 p.m.

(amendments may be made by the Board at the hearing)

3. Assigned Sittings:

Presenters will be heard commencing at 1:15 p.m. on Monday, October 2, 2017 and continuing that day as necessary.

4. Opening Statements by Board Counsel, Counsel for MPI and Counsel or representatives of registered Interveners.
5.
 - (a) MPI to file its application and supporting evidence.
 - (b) MPI to introduce witnesses. Board counsel and Interveners to cross-examine the Corporation's witnesses (order to be determined).
6.
 - (a) Leading of testimony by witnesses for Interveners, if any, will be in alphabetical order by name of Interveners and updated as necessary.
 - (b) Witnesses to be available for cross-examination by all parties following each presentation.
7. All information requests are to be filed in the prescribed form (attached hereto as **Schedule "D"**) and responded to using the prefixes as assigned by the Board when Interveners are registered (set out in the body of the Order). The party requesting information is to use firstly their prefix followed by the prefix of the party being asked e.g. PUB/MPI, etc. Interrogatories are to be numbered sequentially through 1st and 2nd rounds, e.g. PUB/MPI 1-3, PUB/MPI 2-7.
8. All pre-filed evidentiary material to be filed at the commencement of the hearing by Board Counsel using assigned prefixes.
9. All witnesses to highlight their evidence.
10. All witnesses to be sworn or affirmed.

11. Daily transcripts will be available. Parties to make arrangements with the Reporter. Transcripts can be found at www.pubmanitoba.ca at no charge.
12. It is the Board's request that all motions be dealt with pursuant to the Board's Timetable.
13. The Board's Rules of Practice and Procedure (available on the Board's website) dealing with the awarding of costs will apply to all matters before the Board.
14. The Board indicates its willingness to be available for any problems that may arise during the exchange of information at any time, such time to be arranged through Board Counsel.
15. Four (4) paper copies of material are to be submitted to the Board's offices and three (3) copies are to be submitted to Board Counsel at the following address:

Attention:

Kathleen McCandless and Robert Watchman, Pitblado LLP, 2500 – 360 Main Street,
Winnipeg, MB R3C 4H6.
16. Electronic copies of all material including the evidence of parties, are required to be submitted to the Board's e-mail address: publicutilities@gov.mb.ca Where schedules or other attachments accompany an electronic file, that filing must be discrete and include only the item and schedules to which each refers. The electronic files shall be named in accordance with their parties prefix as per #7. All electronic filings shall be in Adobe Acrobat format, with protection securities allowing printing, content copying, content copying for accessibility and page extraction.

SCHEDULE "D"

INFORMATION REQUEST TEMPLATE

Manitoba Public Insurance 2018/19 General Rate Application

Optional Applicant Logo

XXX/XXX X-X

Volume and Chapter:		Page No.:	
Topic:			
Subtopic:			
Issue:			

PREAMBLE TO IR (IF ANY):

QUESTION:

RATIONALE FOR QUESTION:

RESPONSE:

RATIONALE FOR REFUSAL TO FULLY ANSWER THE QUESTION: