# Review of Experience, Alberta Private Passenger Automobile Insurance, as at December 31, 2025

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Prepared for:
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As Part of their Written Submission to the Alberta Automobile Insurance Rate Board 2026 Annual Review

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# I. Executive Summary

The following are the findings of the analysis.

**Finding 1:**

Loss and LAE cost per vehicle for bodily injury, as per the projections of RCS, and adjusted for inflation to 2019 dollars, has reached a stable plateau, as seen for the three most recent accident years 2023, 2024 and 2025. The plateau is near the level of the last pre-pandemic accident year 2019.

**Finding 2:**

The ultimate claim projections for the most recent accident years, as per the projections of RCS and the same group of actuaries when at Oliver Wyman in previous Annual Reviews, have fluctuated signficantly from one valuation to the next. My observation with the claims data as it has evolved in the most recent year is as follows: fluctuations in bodily injury claims patterns, relative to earlier accident years, and as recorded in the claims data, make it challenging to make projections, and to draw conclusions from them. Some of these fluctuations include changes in case outstanding amounts, relative to earlier accident years, which are potentially temporary. Others include fluctuations in claims payments, which are more permanent. Additional data, not currently captured, would potentially make more durable projections available at an earlier stage.

**Finding 3:**

Earned premium per vehicle, adjusted for inflation and allocated for bodily injury and health cost recovery has increased slightly in the last year, at the same time as bodily injury loss and LAE and HCR per vehicle, adjusted for inflation, have plateaued.

**Finding 4:**

Similar patterns since 2019 in loss and LAE per vehicle, adjusted for inflation, seen for bodily injury, are present for combined “all other” coverages besides bodily injury. Earned premium for “all other” has exceeded claims by a greater amount than for bodily injury and HCR, possibly reflecting the slower payout of bodily injury claims and hence the greater investment income earned on collected premium for that coverage.

**Finding 5:**

Based on the Realized Profit Provision (RPP) reported by RCS, the industry was profitable in 2025, though by less than the target profit provision of 6% set by AIRB. Reflecting the fluctuations in ultimate claims projections from one year's Annual Review to the next, reported RPP amounts have also fluctuated significantly for each accident year.

# II. Introduction

I have prepared this report as actuarial consultant to the Alberta Civil Trial Lawyers Association ("ACTLA").

The report is part of ACTLA's written submission to Alberta's Automobile Insurance Rate Board (AIRB) for the 2026 Annual Review.

This report presents the results of my analysis of private passenger automobile insurance experience for Alberta.

# III. Data Sources

I have based my analysis on data published by the General Insurance Statistical Agency (GISA) as at December 31, 2025. I have also reviewed in depth the analysis and conclusions of Risk Consulting Services, Inc. ("RCS"), consulting actuary to AIRB, in its 2026 Annual Review of Industry Experience – Preliminary Report as of December 31, 2025, dated June 15, 2026 ("RCS Report").

# IV. Identification

I am an independent consulting actuary based in New York, NY. I am a fellow of the Canadian Institute of Actuaries and of the Casualty Actuarial Society, and I have provided actuarial services in Canada and the U.S. for 39 years.

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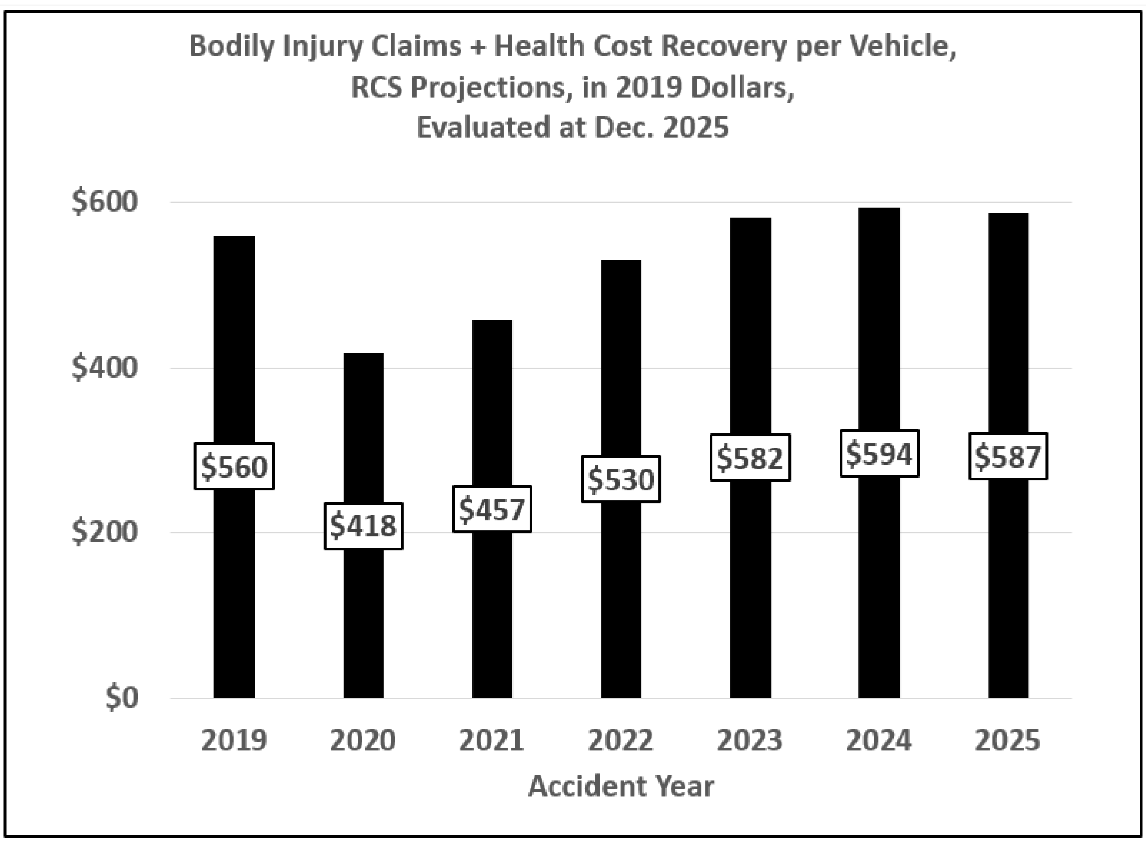
# V. Commentary

Below are the items of comment in this report.

## A. Bodily Injury Loss and LAE per Vehicle

Notwithstanding the nominal bodily injury trend recommended by RCS of +8.6%, Figure 1 below illustrates that the inflation-adjusted combination of bodily injury loss and LAE per vehicle and of Health Cost Recovery per vehicle[1] over accident years 2019 through 2025 spans a narrow range of $560 in accident year 2019 through $594 in accident year 2024.

Figure 1: Bodily Injury Loss and LAE plus Health Cost Recovery per Vehicle per RCS, in 2019 Dollars




[1] RCS uses a measure of industry profit, the Realized Profit Provision (RPP), that combines the health levy with claims amounts, per Table 7 on p. 31 of the RCS Report.

Further, the range is very stable in the most recent three accident years 2023 through 2025, the period that falls within the "New Normal" frequency period identified by RCS, on Page 103, Table 23 of the RCS Report.

These results suggest that bodily injury claims are **not** rising at an unsustainable rate. Rather, the last three bars on Figure 1 suggest that bodily injury claims per vehicle are only keeping pace with general inflation.

## B. Fluctuations in Bodily Injury Claims Patterns

As described earlier, fluctuations in bodily injury claims patterns within a given accident year, relative to prior accident years, have made it difficult to project ultimate bodily injury loss and LAE amounts, in the absence of further data.

This is demonstrated in the ultimate bodily injury loss and LAE estimates produced by the team at Oliver Wyman and now RCS in the last four years of Annual Review reports.

Figure 2: Successive Estimates of Ultimate Loss and LAE per Vehicle, Accident Year 2022

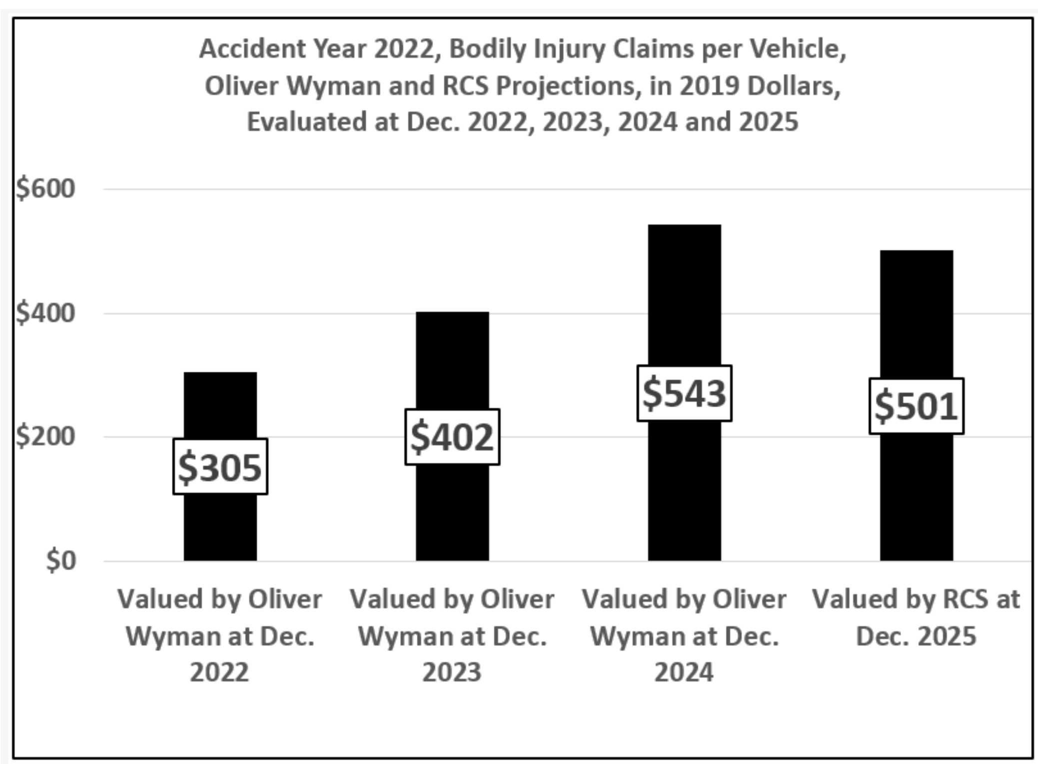


Figure 3:  Successive Estimates of Ultimate Loss and LAE per Vehicle, Accident Year 2023

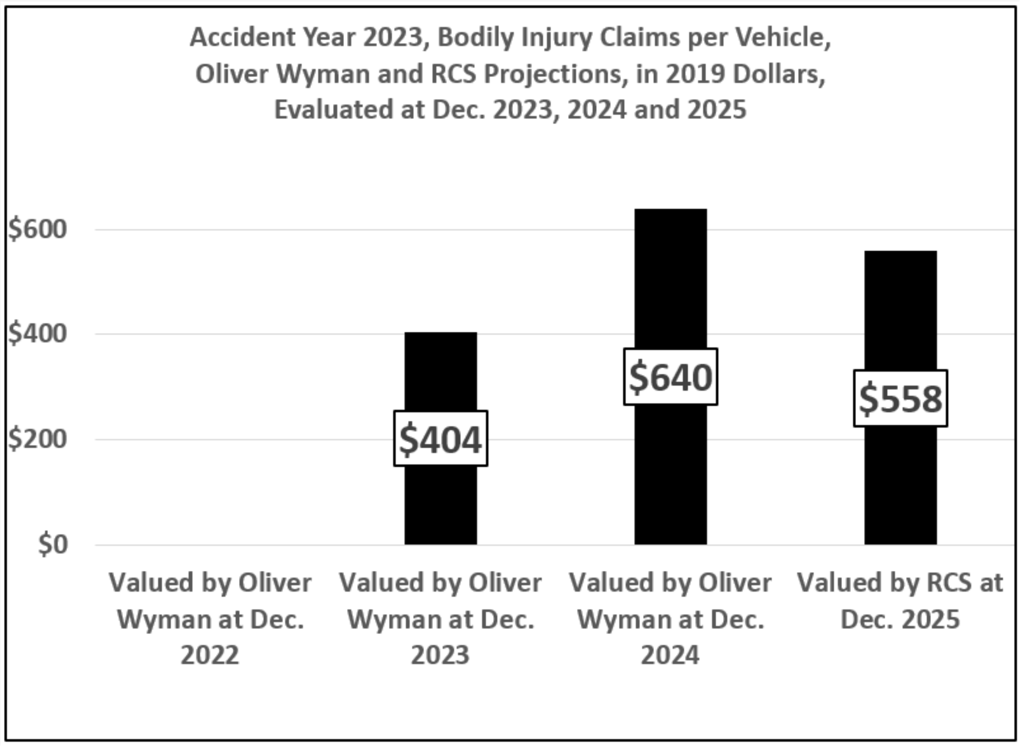
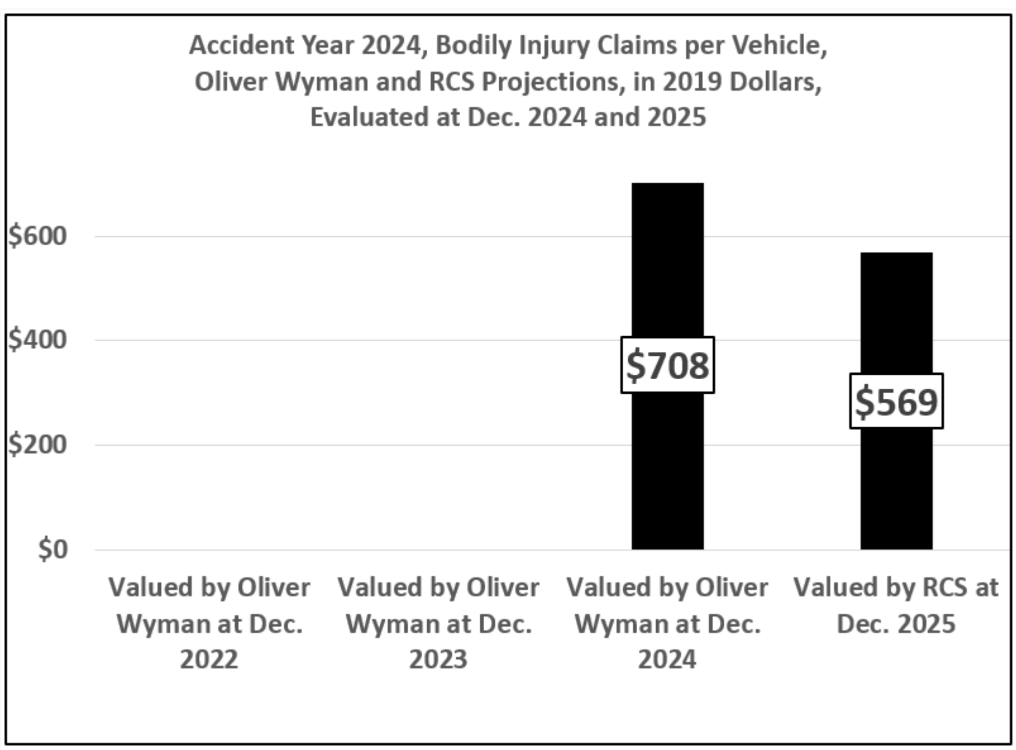



Figure 4:  Successive Estimates of Ultimate Loss and LAE per Vehicle, Accident Year 2024



Figures 2, 3 and 4 above illustrate the successive projections by Oliver Wyman and RCS of ultimate bodily injury loss and LAE per vehicle for each of the three recent accident years 2022 through 2024. It can be seen that the projected ultimate amounts increased significantly from valuation date through valuation date until Dec.2024. Then, the projections retreated for Dec. 2025 to lower values.

While my comments in this report are based on the ultimate claim projections made in the RCS Report, the fluctuations in the claim development suggest caution in drawing conclusions based on the projections, without additional data to support them.

## C. Analysis of Surge in Case Incurred for Accident Years 2022, 2023, and 2024

Earlier in their lifetime, each of the three accident years 2022, 2023 and 2024 showed average case incurred loss and ALAE per vehicle, stated in 2019 dollars, that were lower than that for the pre-pandemic accident year 2019. Within the last two years, the case incurred loss and ALAE has grown faster than the 2019 accident year had done at a similar ages, to the point where those amounts now meet or exceed the corresponding values for accident year 2019.

Such a finding is particularly remarkable in light of the bodily injury claim frequency per vehicle remaining, for post-pandemic accident years, some 20% below the accident year 2019 frequency.

The analysis below investigates whether the surge in case incurred loss and ALAE is due primarily to increases in case outstanding amounts (which are reversible, and which depend on the discretion of claims handlers) or whether payments are part of the explanation of the increase. Payments are both not-reversible and are a more objective measure of claim value compared to case outstanding amounts, (though they do reflect the authority and discretion of insurers in the settlement of most claims).

Below, the increase in case incurred value of these three recent accident years is broken down into paid and case outstanding components, to help to understand the degree of permanence of the surge.

In all three accident years, there is a component that is driven by claim payments higher than the historical pattern.

The departures from historical patterns make it difficult to make projections from the industry-wide exposure, premium, and claim data available for the Annual Review process. While I have made reference throughout this report to the projections in the RCS Report, the valuation process would benefit from a broader collection of facts that would explain the departures from historical patterns.

## 1. Accident Year 2024

Tables 1-3 show excerpts from loss development triangles that illustrate and break down the increase in case incurred loss and ALAE per vehicle for bodily injury for Accident Year 2024.

Table 1: Case Incurred Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2024, in 2019 Dollars

| Accident Year | Case Incurred Loss and ALAE per Vehicle at 12 Months | Case Incurred Loss and ALAE per Vehicle at 24 Months |
|---|---|---|
| 2017 | $168 | $237 |
| 2018 | $164 | $241 |
| 2019 | $168 | $250 |
| 2020 | $124 | $181 |
| 2021 | $112 | $177 |
| 2022 | $110 | $191 |
| 2023 | $124 | $246 |
| 2024 | $153 | $264 |

It can be seen that one year ago, where the 2024 accident year was 12 months old, its average case incurred loss and ALAE per vehicle ($153) was lower than the corresponding amount for the last pre-pandemic accident year 2019 ($168).

In the calendar year 2025, the accident year 2024 amount ($264) leapt over the corresponding amount for the accident year 2019 ($250).

Table 2: Paid Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2024, in 2019 Dollars

| Accident Year | Cumulative Paid Loss and ALAE per Vehicle at 12 Months | Cumulative Paid Loss and ALAE per Vehicle at 24 Months |
|---|---|---|
| 2017 | $11 | $50 |
| 2018 | $10 | $43 |
| 2019 | $9 | $41 |
| 2020 | $5 | $28 |
| 2021 | $5 | $26 |
| 2022 | $4 | $29 |
| 2023 | $4 | $33 |
| 2024 | $5 | $38 |

Table 2 shows that part of the increase was in paid amounts. Here, the cumulative paid amount for accident year 2024 at age 12 months grew from $5 (well below the $9 for accident year 2019) to come proportionally much closer ($38) to the accident year 2019 amount ($41).

Table 3: Case Outstanding Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2024, in 2019 Dollars

| Accident Year | Case Outstanding Loss and ALAE per Vehicle at 12 Months | Case Outstanding Loss and ALAE per Vehicle at 24 Months |
|---|---|---|
| 2017 | $157 | $187 |
| 2018 | $154 | $198 |
| 2019 | $159 | $209 |
| 2020 | $119 | $153 |
| 2021 | $107 | $151 |
| 2022 | $106 | $163 |
| 2023 | $119 | $213 |
| 2024 | $149 | $226 |

However, Table 3 shows that the much greater increase was in the case outstanding amounts. One year ago, the accident year 2024 amount ($149) was below the corresponding amount for accident year 2019 ($159). Over the course of calendar year 2025, the accident year 2024 average case outstanding amount surged to $226, compared to $209 for the accident year 2019 value.

Since case outstanding amounts can move in either direction (up or down) the spike in the 2024 accident year may or may not prove to be enduring.

## 2. Accident Year 2023

Using the same analysis as in Section C.1, examination of Tables 4 through 6 shows that the increase in accident year 2023 case incurred loss and ALAE per vehicle to a greater level than that of accident year 2019 at 36 months is due to a surge in payments, to a greater extent than for accident year 2024. Though an increase in case outstanding amounts also makes a contribution.

That payments saw an unexpected increase is more permanent, in that payments are generally not reversible in the way an increase in case outstanding amounts is.

Table 4: Case Incurred Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2023, in 2019 Dollars

| Accident Year | Case Incurred Loss and ALAE per Vehicle at 12 Months | Case Incurred Loss and ALAE per Vehicle at 24 Months | Case Incurred Loss and ALAE per Vehicle at 36 Months |
|---|---|---|---|
| 2017 | $168 | $237 | $308 |
| 2018 | $164 | $241 | $319 |
| 2019 | $168 | $250 | $326 |
| 2020 | $124 | $181 | $245 |
| 2021 | $112 | $177 | $253 |
| 2022 | $110 | $191 | $320 |
| 2023 | $124 | $246 | $358 |

Table 5: Paid Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2023, in 2019 Dollars

| Accident Year | Cumulative Paid Loss and ALAE per Vehicle at 12 Months | Cumulative Paid Loss and ALAE per Vehicle at 24 Months | Cumulative Paid Loss and ALAE per Vehicle at 36 Months |
|---|---|---|---|
| 2017 | $11 | $50 | $117 |
| 2018 | $10 | $43 | $110 |
| 2019 | $9 | $41 | $111 |
| 2020 | $5 | $28 | $88 |
| 2021 | $5 | $26 | $92 |
| 2022 | $4 | $29 | $103 |
| 2023 | $4 | $33 | $128 |

Table 6: Case Outstanding Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2023, in 2019 Dollars

| Accident Year | Case Outstanding Loss and ALAE per Vehicle at 12 Months | Case Outstanding Loss and ALAE per Vehicle at 24 Months | Case Outstanding Loss and ALAE per Vehicle at 36 Months |
|---|---|---|---|
| 2017 | $157 | $187 | $191 |
| 2018 | $154 | $198 | $208 |
| 2019 | $159 | $209 | $215 |
| 2020 | $119 | $153 | $157 |
| 2021 | $107 | $151 | $161 |
| 2022 | $106 | $163 | $217 |
| 2023 | $119 | $213 | $230 |

## 3. Accident Year 2022

Accident year 2022 had largely caught up with accident year 2019 one year ago.

Over the course of 2025, the balance of higher-than-historic case incurred loss and ALAE shifted toward paid and away from case outstanding loss and ALAE.

Table 7: Case Incurred Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2022, in 2019 Dollars

| Accident Year | Case Incurred Loss and ALAE per Vehicle at 12 Months | Case Incurred Loss and ALAE per Vehicle at 24 Months | Case Incurred Loss and ALAE per Vehicle at 36 Months | Case Incurred Loss and ALAE per Vehicle at 48 Months |
|---|---|---|---|---|
| 2017 | $168 | $237 | $308 | $356 |
| 2018 | $164 | $241 | $319 | $363 |
| 2019 | $168 | $250 | $326 | $386 |
| 2020 | $124 | $181 | $245 | $291 |
| 2021 | $112 | $177 | $253 | $336 |
| 2022 | $110 | $191 | $320 | $383 |

Table 8: Paid Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2022, in 2019 Dollars

| Accident Year | Cumulative Paid Loss and ALAE per Vehicle at 12 Months | Cumulative Paid Loss and ALAE per Vehicle at 24 Months | Cumulative Paid Loss and ALAE per Vehicle at 36 Months | Cumulative Paid Loss and ALAE per Vehicle at 48 Months |
|---|---|---|---|---|
| 2017 | $11 | $50 | $117 | $194 |
| 2018 | $10 | $43 | $110 | $186 |
| 2019 | $9 | $41 | $111 | $198 |
| 2020 | $5 | $28 | $88 | $162 |
| 2021 | $5 | $26 | $92 | $181 |
| 2022 | $4 | $29 | $103 | $207 |

Table 9: Case Outstanding Loss and ALAE per Vehicle, Bodily Injury, Illustrating Surge in 2025 for Accident Year 2022, in 2019 Dollars

| Accident Year | Case Outstanding Loss and ALAE per Vehicle at 12 Months | Case Outstanding Loss and ALAE per Vehicle at 24 Months | Case Outstanding Loss and ALAE per Vehicle at 36 Months | Case Outstanding Loss and ALAE per Vehicle at 48 Months |
|---|---|---|---|---|
| 2017 | $157 | $187 | $191 | $162 |
| 2018 | $154 | $198 | $208 | $177 |
| 2019 | $159 | $209 | $215 | $188 |
| 2020 | $119 | $153 | $157 | $129 |
| 2021 | $107 | $151 | $161 | $155 |
| 2022 | $106 | $163 | $217 | $176 |

## D. The Remaining Share of Claim Dollars Yet to be Finalized

Section V.C. suggests that unexpectedly high payments have a more permanent implication than unexpectedly high case outstanding amounts. That said, the remaining outstanding amounts can be large enough to more than offset the impact of unexpectedly high payments.

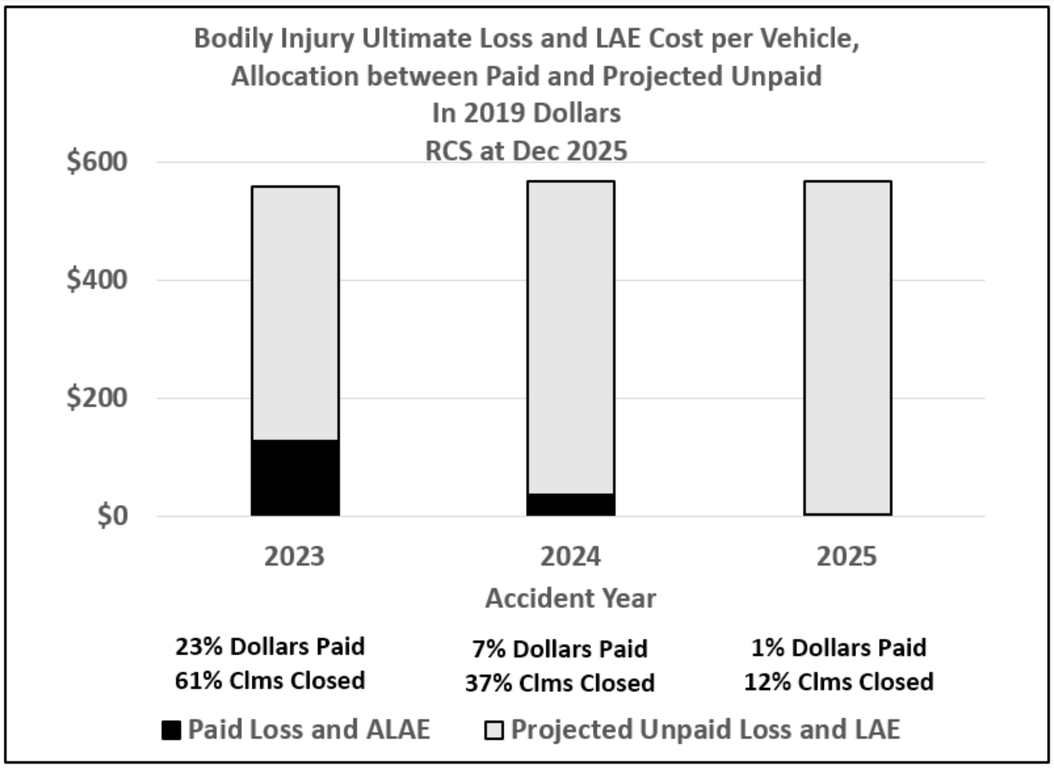
Figure 5 illustrates that only a very low proportion of projected bodily injury loss and LAE has been finalized for each of the last three accident years, as at Dec. 2025.

The share of projected loss and LAE still to be finalized (more than 90% for each of the last two accident years) represents a liability that could either increase or decrease over the coming years.

The percentage of bodily injury loss and LAE that has been finalized at Dec. 2025 ranges from a low of 1% for accident year 2025 to 23% for accident year 2023.

The low percentages finalized in these projections illustrates the amount of uncertainty that underlies the ultimate loss and LAE projections for recent accident years.

Figure 5: Low Proportion of Bodily Injury Loss and LAE Paid as at Dec. 2025



## E. Comparison of Bodily Injury Loss and LAE to Bodily Injury Earned Premium

The premium income that funds bodily injury coverage is collected as part of a global Third Party Liability premium that provides for Direct Compensation Property Damage (DCPD) coverage and for the Health Cost Recovery paid to the Alberta treasury.

To assess the relative magnitudes of bodily injury loss and LAE and of premium, I have allocated a share of the TPL earned premium to the share that goes toward bodily injury loss and LAE and toward HCR. The allocation of premium for each year is that year's proportion of bodily injury ultimate loss and LAE plus HCR to total TPL loss and LAE.

Figure 6 below illustrates the allocated bodily injury and HCR earned premium per vehicle, by year, in 2019 dollars. What is notable is the relative stability of the earned premium in inflation-adjusted terms over the 2019 to 2025 period. And that the 2025 premium, at $648 per vehicle, is slightly reduced from its peak level of $672 per vehicle in 2021.

Figure 6: Bodily Injury Loss and LAE plus Health Cost Recovery per Vehicle per RCS, in 2019 Dollars

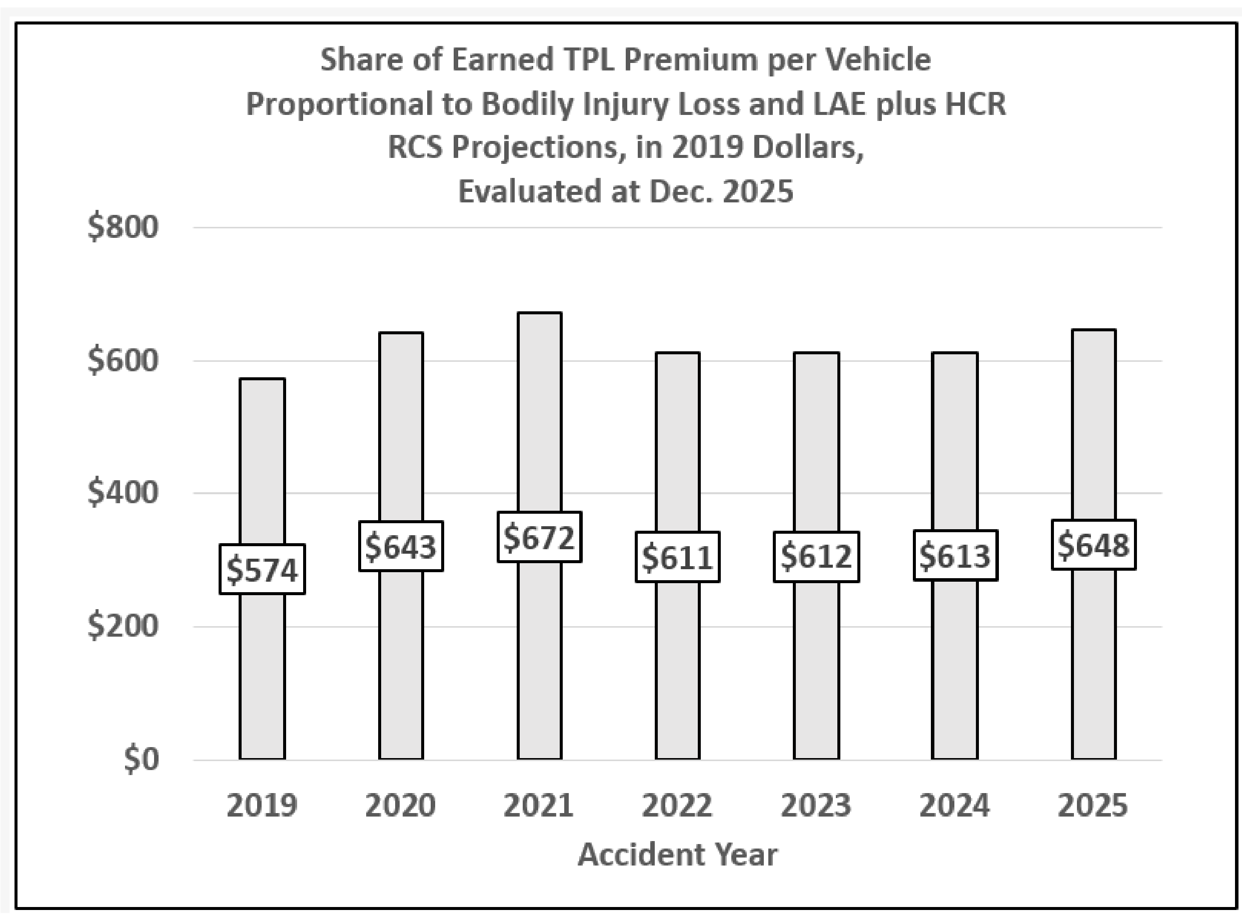
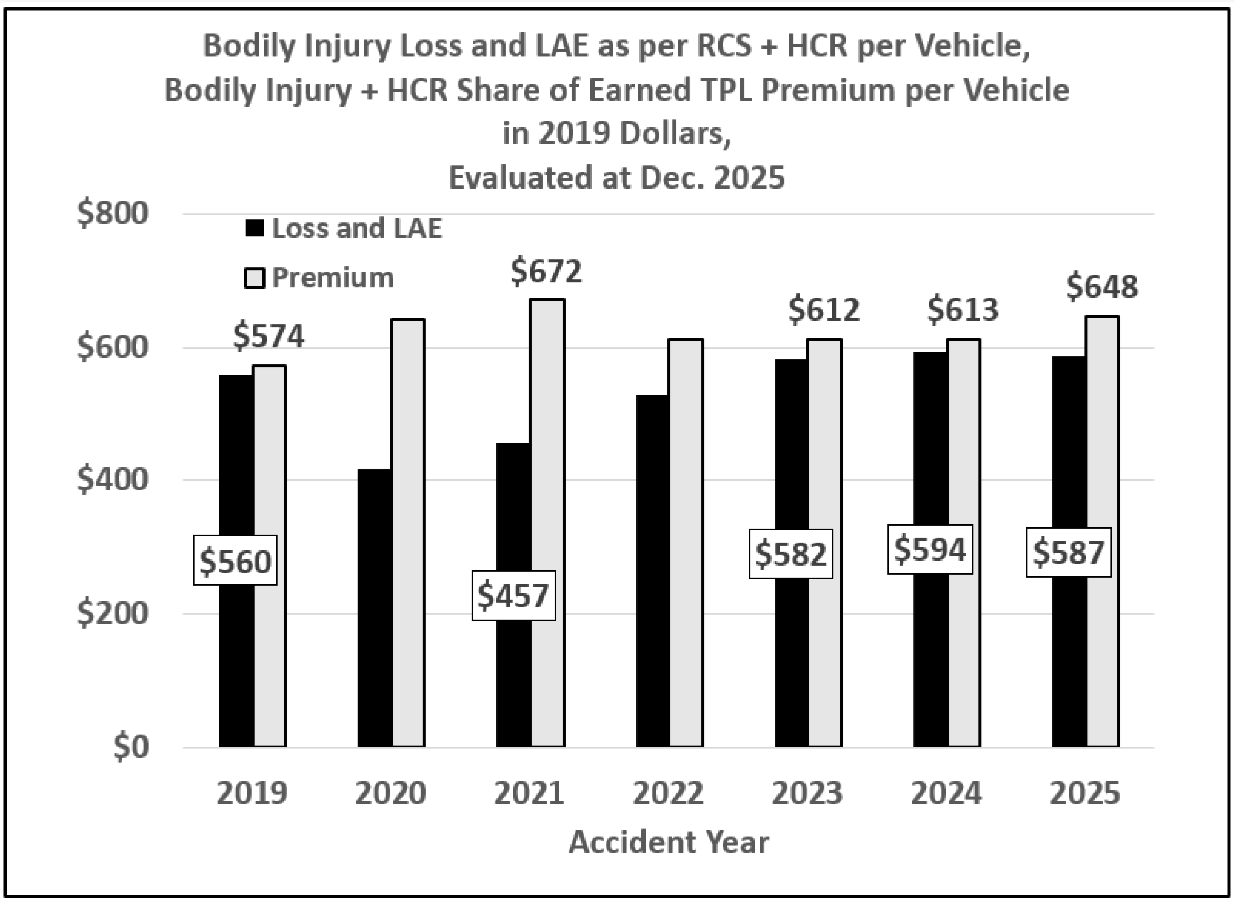


Figure 7 presents the allocation of bodily injury premium alongside the claim amounts that it is intended to fund, i.e. the bodily injury loss and LAE and HCR.

Premium remained stable throughout the pandemic-related suppression of claim dollars through 2020 to 2022. And that earned premium per vehicle in 2019 dollars increased in 2025 over 2024, while the corresponding claims per vehicle in 2019 dollars remained constant over the accident years 2023 through 2025.

Figure 7: Comparison of Bodily Injury Loss and ALAE plus HCR to Share of TPL Earned Premium Bodily Injury Loss and LAE plus Health Cost Recovery per Vehicle, as per RCS, in 2019 Dollars



## F. Comparison of Bodily Injury to All Other Coverages

Figure 8 compares bodily injury claim dollars plus HCR to claim dollars for all other coverages combined, over the accident years 2019 through 2025.

It can be seen that the claim dollars for the two sets of coverages presents a similar pattern, with a similar decline in claim dollars in the years of the pandemic, followed by a return to roughly the level of loss and LAE in 2019 dollars that was seen in the 2019 accident year. Notable in the other coverages is the very high claims for the "all other" coverages, due to hailstorm losses in Calgary in 2024.

Figure 8: Comparison of Loss and LAE per Vehicle, Bodily Injury cf. All Other Coverages

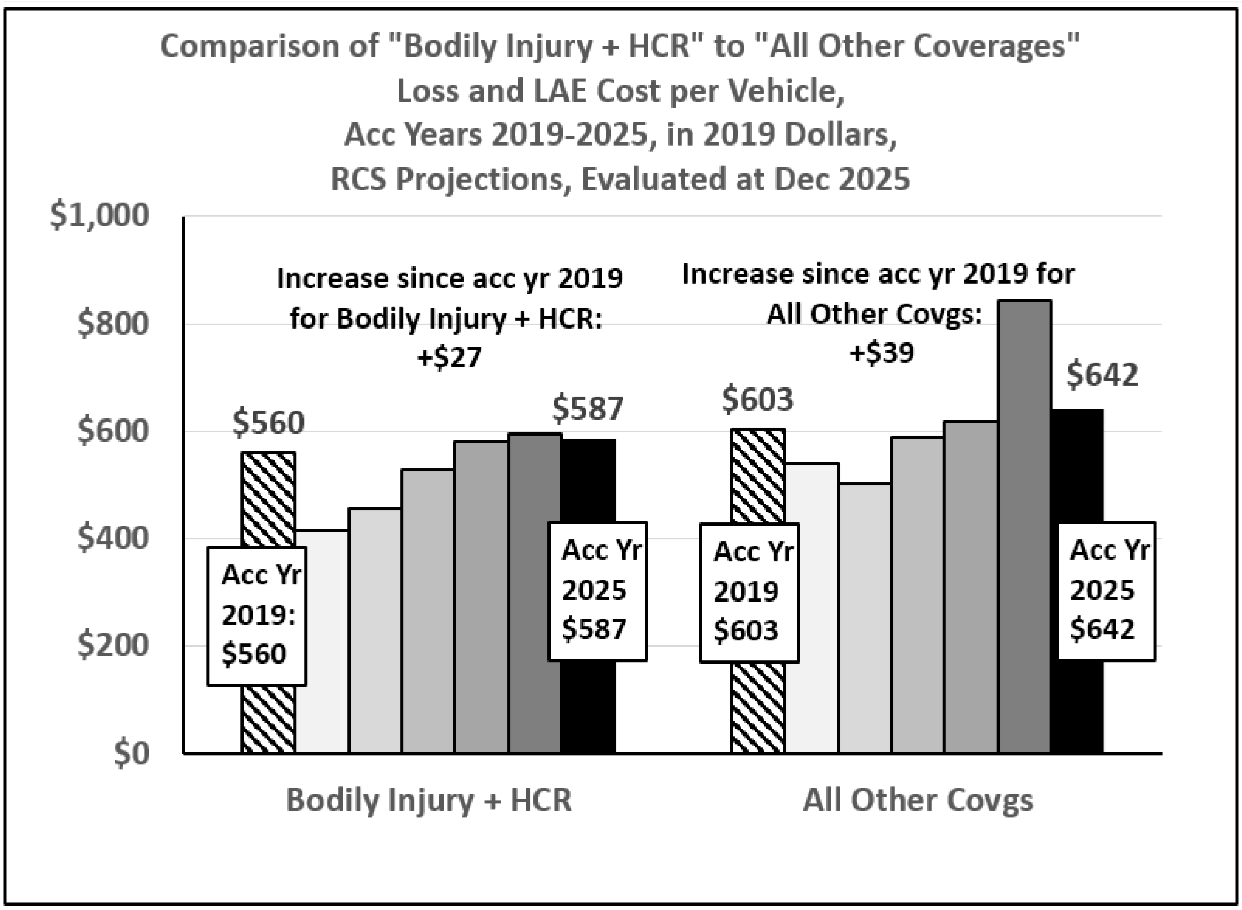
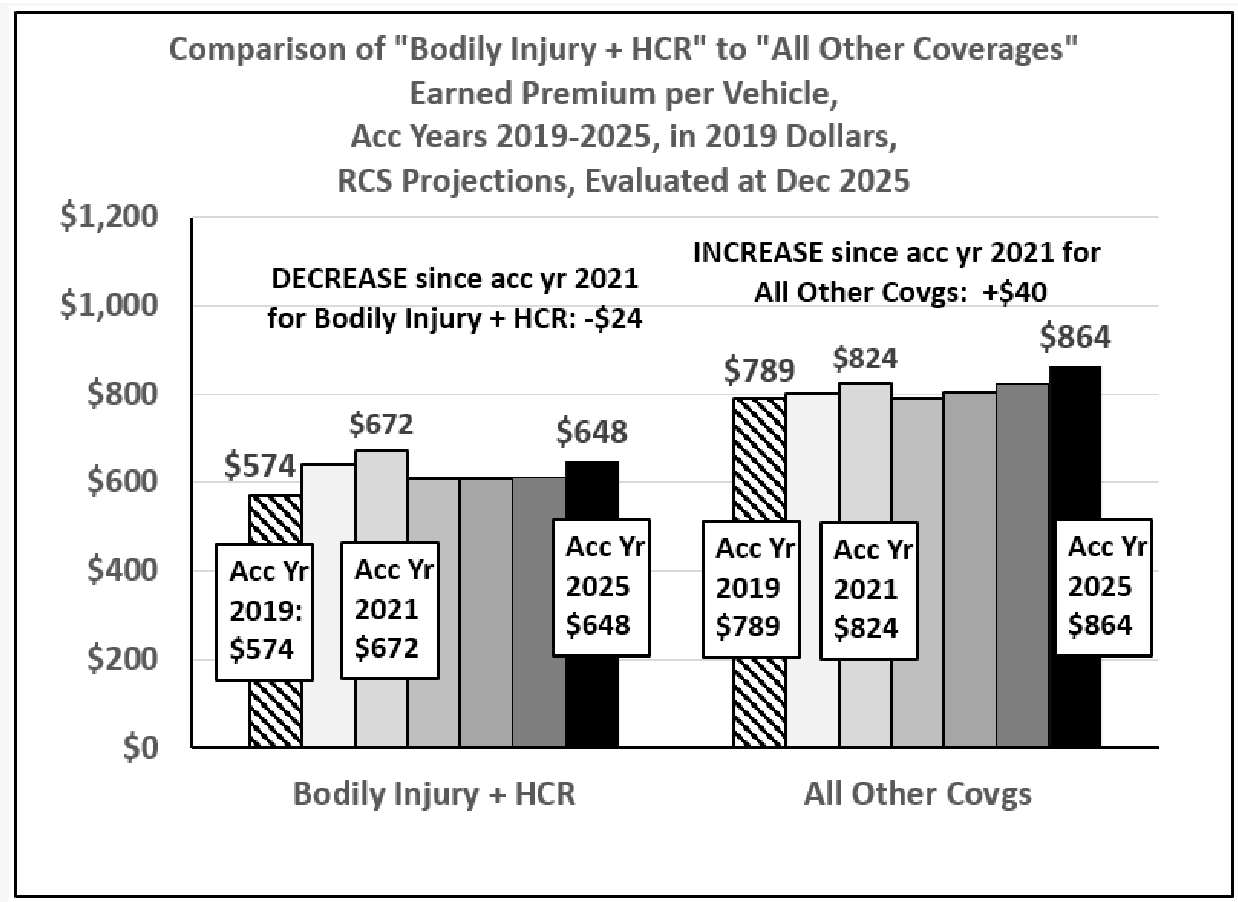


Figure 9 shows a similarly equivalent pattern in earned premium between bodily injury and "all other" coverages, with a similar increase between 2019 and 2025 for both sets of coverages. And an inflation-adjusted peak in 2021.

Figure 9: Comparison of Earned Premium per Vehicle, Bodily Injury cf. All Other Coverages




It can be seen that there is a greater margin between premium and claims for the "all other" sets of coverages, than there is for bodily injury + HCR. This may reflect the longer payout of bodily injury claims compared to property damage and physical damage claims, thus generating more investment income for bodily injury.

## G. Industry-Wide Pre-tax Profit

The column further to the right on Table 10 below shows the Realized Profit Provision for 2019 through 2025, as presented by RCS on p. 31 of its 2026 Annual Review.

The remaining columns show the RPP for the same years, as calculated in previous Oliver Wyman Annual Review reports.

Table 10: Realized Profit Provision by Year, 2019 through 2025

| Year | RPP from Dec. 2021 | RPP from Dec. 2022 | RPP from Dec. 2023 | RPP from Dec. 2024 | **RPP from Dec. 2025** |
|---|---|---|---|---|---|
| 2019 | +2% | -0.3% | -2.5% | -3.0% | **-1.5%** |
| 2020 | +19% | +16.3% | +15.5% | +14.6% | **+16.0%** |
| 2021 | +21% | +17.6% | +15.1% | +11.2% | **+12.4%** |
| 2022 | | +9.0% | +1.3% | -9.9% | **-6.7%** |
| 2023 | | | +7.1% | -9.3% | **+1.2%** |
| 2024 | | | | -19.8% | **-6.3%** |
| 2025 | | | | | **+3.9%** |

It is noted that the industry was profitable in 2025, although not sufficient to meet the 6% permitted profit provision.

As can be seen, examining the columns to the left, the calculated RPP's have varied significantly by valuation year. This reflects unforeseen fluctuations from historic patterns in the claims data, similar to those analyzed in Section V.C.

# VI. Conclusions

The following are the findings of this analysis.

**Finding 1:**

Loss and LAE cost per vehicle for bodily injury, as per the projections of RCS, and adjusted for inflation to 2019 dollars, has reached a stable plateau, as seen for the three most recent accident years 2023, 2024 and 2025. The plateau is near the level of the last pre-pandemic accident year 2019.

**Finding 2:**

The ultimate claim projections for the most recent accident years, as per the projections of RCS and the same group of actuaries when at Oliver Wyman in previous Annual Reviews, have fluctuated signficantly from one valuation to the next. My observation with the claims data as it has evolved in the most recent year is as follows: fluctuations in bodily injury claims patterns, relative to earlier accident years, and as recorded in the claims data, make it challenging to make projections, and to draw conclusions from them. Some of these fluctuations include changes in case outstanding amounts, relative to earlier accident years, which are potentially temporary. Others include fluctuations in claims payments, which are more permanent. Additional data, not currently captured, would potentially make more durable projections available at an earlier stage.

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Earned premium per vehicle, adjusted for inflation and allocated for bodily injury and health cost recovery has increased slightly in the last year, at the same time as bodily injury loss and LAE and HCR per vehicle, adjusted for inflation, have plateaued.

**Finding 4:**

Similar patterns since 2019 in loss and LAE per vehicle, adjusted for inflation, seen for bodily injury, are present for combined “all other” coverages besides bodily injury. Earned premium for "all other" has exceeded claims by a greater amount than for bodily injury and HCR, possibly reflecting the slower payout of bodily injury claims and hence the greater investment income earned on collected premium for that coverage.

**Finding 5:**

Based on the Realized Profit Provision (RPP) reported by RCS, the industry was profitable in 2025, though by less than the target profit provision of 6% set by AIRB. Reflecting the fluctuations in ultimate claims projections from one year's Annual Review to the next, reported RPP amounts have also fluctuated significantly for each accident year.

# Appendix

# 1. Consumer Price Index for Alberta

Table A 1.1: Consumer Price Index for Alberta, and 12-Month Change in CPI

| Date | Consumer Price Index, All Items, Alberta | 12-Month Change in CPI |
|---|---|---|
| December 2013 | 129.1 | |
| June 2014 | 132.3 | |
| December 2014 | 131.5 | 1.9% |
| June 2015 | 134.5 | 1.7% |
| December 2015 | 133.5 | 1.5% |
| June 2016 | 136.3 | 1.3% |
| December 2016 | 134.9 | 1.0% |
| June 2017 | 136.9 | 0.4% |
| December 2017 | 137.6 | 2.0% |
| June 2018 | 140.7 | 2.8% |
| December 2018 | 140.5 | 2.1% |
| June 2019 | 142.7 | 1.4% |
| December 2019 | 143.7 | 2.3% |
| June 2020 | 145.0 | 1.6% |
| December 2020 | 144.8 | 0.8% |
| June 2021 | 148.9 | 2.7% |
| December 2021 | 151.7 | 4.8% |
| June 2022 | 161.4 | 8.4% |
| December 2022 | 160.8 | 6.0% |
| June 2023 | 164.4 | 1.9% |
| December 2023 | 165.6 | 3.0% |
| June 2024 | 169.4 | 3.0% |
| December 2024 | 169.7 | 2.5% |
| June 2025 | 172.3 | 1.7% |
| December 2025 | 173.3 | 2.1% |
| June 2026 | 178.2 | 3.4% |

Source: Statistics Canada

https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1810000413

## 2. Calculation of Loss and LAE and HCR per Vehicle as at December 2025

Table A 2.1: Bodily Injury Ultimate Loss and LAE as per RCS, and Health Cost Recovery, per Vehicle

| Acc Sem-ester | [1] Third Party Liability Earned Car Years | [2] Third Party Liability Earned Car Years | [3] RCS Bodily Injury Loss and LAE (000s) | [4] RCS Bodily Injury Loss and LAE, (000s) | [5] Bodily Injury Loss and LAE per Vehicle | [6] Written TPL Premium (000s) | [7] Written TPL Premium (000s) | [8] Health Cost Recovry Pct | [9] Health Cost Recovery (000s) | [10] HCR per Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|
| 2011.1 | 1,128,677 | | $247,203 | | | $583,917 | | | | |
| 2011.2 | 1,178,555 | 2,307,232 | $321,225 | $568,428 | $246 | $590,255 | $1,174,173 | 6.99% | $82,075 | $36 |
| 2012.1 | 1,171,063 | | $295,573 | | | $612,462 | | | | |
| 2012.2 | 1,220,911 | 2,391,973 | $358,535 | $654,108 | $273 | $627,967 | $1,240,429 | 6.10% | $75,666 | $32 |
| 2013.1 | 1,210,574 | | $324,612 | | | $654,406 | | | | |
| 2013.2 | 1,269,782 | 2,480,356 | $408,239 | $732,851 | $295 | $674,940 | $1,329,346 | 4.80% | $63,809 | $26 |
| 2014.1 | 1,257,015 | | $345,960 | | | $711,681 | | | | |
| 2014.2 | 1,319,711 | 2,576,725 | $462,061 | $808,021 | $314 | $743,037 | $1,454,718 | 5.00% | $72,736 | $28 |
| 2015.1 | 1,302,827 | | $422,285 | | | $757,486 | | | | |
| 2015.2 | 1,349,389 | 2,652,216 | $527,269 | $949,554 | $358 | $817,498 | $1,574,983 | 6.44% | $101,429 | $38 |
| 2016.1 | 1,324,192 | | $457,610 | | | $836,369 | | | | |
| 2016.2 | 1,354,516 | 2,678,708 | $572,315 | $1,029,925 | $384 | $860,316 | $1,696,684 | 5.90% | $100,104 | $37 |
| 2017.1 | 1,323,268 | | $513,474 | | | $884,708 | | | | |
| 2017.2 | 1,369,356 | 2,692,624 | $610,264 | $1,123,738 | $417 | $930,349 | $1,815,056 | 5.67% | $102,914 | $38 |
| 2018.1 | 1,348,568 | | $578,643 | | | $963,071 | | | | |
| 2018.2 | 1,399,085 | 2,747,653 | $655,008 | $1,233,651 | $449 | $1,014,191 | $1,977,262 | 7.04% | $139,199 | $51 |
| 2019.1 | 1,372,055 | | $656,359 | | | $1,061,123 | | | | |
| 2019.2 | 1,410,661 | 2,782,715 | $752,442 | $1,408,801 | $506 | $1,124,317 | $2,185,440 | 6.70% | $146,424 | $53 |
| 2020.1 | 1,371,283 | | $481,493 | | | $1,166,132 | | | | |
| 2020.2 | 1,408,820 | 2,780,103 | $579,331 | $1,060,824 | $382 | $1,271,059 | $2,437,192 | 4.74% | $115,523 | $42 |
| 2021.1 | 1,380,591 | | $511,480 | | | $1,259,246 | | | | |
| 2021.2 | 1,426,066 | 2,806,657 | $748,588 | $1,260,068 | $449 | $1,312,156 | $2,571,402 | 2.94% | $75,599 | $27 |
| 2022.1 | 1,395,243 | | $632,820 | | | $1,254,899 | | | | |
| 2022.2 | 1,444,896 | 2,840,139 | $972,521 | $1,605,341 | $565 | $1,329,270 | $2,584,169 | 3.55% | $91,738 | $32 |
| 2023.1 | 1,425,450 | | $847,614 | | | $1,359,159 | | | | |
| 2023.2 | 1,481,507 | 2,906,957 | $1,015,954 | $1,863,568 | $641 | $1,445,420 | $2,804,579 | 2.86% | $80,211 | $28 |
| 2024.1 | 1,475,076 | | $954,473 | | | $1,448,524 | | | | |
| 2024.2 | 1,532,077 | 3,007,153 | $1,070,055 | $2,024,528 | $673 | $1,596,373 | $3,044,897 | 2.94% | $89,520 | $30 |
| 2025.1 | 1,516,129 | | $979,058 | | | $1,618,466 | | | | |
| 2025.2 | 1,570,062 | 3,086,190 | $1,134,549 | $2,113,607 | $685 | $1,817,167 | $3,435,633 | 1.94% | $66,651 | $22 |

Source:

[1], [3] RCS 2026 Annual Review, Appendix B, Page 1, Columns (3), (7)

[5] = [4] / [2]

[6] GISA AUTO-7001-AB-2025

[8] Alberta Tax and Revenue Administration

[9] = [7] x [8]

[10] = [9] / [2]

Table A 2.2: All Coverages, Ultimate Loss and LAE as per RCS, by Coverage, by Accident Semester

| Acc Sem-ester | [1] Bodily Injury Loss and LAE (000s) | [2] Property Damage Loss and LAE (000s) | [3] Accident Benefits Loss and LAE (000s) | [4] Collision Loss and LAE (000s) | [5] Compre-hensive Loss and LAE (000s) | [6] All Perils Loss and LAE (000s) | [7] Specifd. Perils Loss and LAE (000s) | [8] Underinsd Motorsts Loss and LAE (000s) | [9] All Covgs Loss and LAE (000s) | [10] All Covgs Loss and LAE (000s) |
|---|---|---|---|---|---|---|---|---|---|---|
| 2011.1 | $247,203 | $179,039 | $39,499 | $201,601 | $79,728 | $3,760 | $211 | $2,421 | $753,462 | |
| 2011.2 | $321,225 | $175,584 | $49,188 | $186,643 | $152,991 | $5,000 | $384 | $7,875 | $898,890 | $1,652,352 |
| 2012.1 | $295,573 | $163,963 | $43,580 | $177,185 | $84,564 | $2,907 | $201 | $3,841 | $771,814 | |
| 2012.2 | $358,535 | $207,611 | $60,294 | $225,569 | $296,815 | $5,893 | $740 | $8,887 | $1,164,344 | $1,936,158 |
| 2013.1 | $324,612 | $185,273 | $47,099 | $200,920 | $138,308 | $5,102 | $350 | $2,585 | $904,249 | |
| 2013.2 | $408,239 | $225,893 | $57,332 | $250,450 | $238,498 | $5,148 | $360 | $4,216 | $1,190,136 | $2,094,385 |
| 2014.1 | $345,960 | $201,122 | $46,313 | $222,410 | $90,874 | $3,638 | $288 | $2,143 | $912,748 | |
| 2014.2 | $462,061 | $231,154 | $60,907 | $259,839 | $344,059 | $6,825 | $649 | $6,760 | $1,372,254 | $2,285,002 |
| 2015.1 | $422,285 | $215,461 | $57,414 | $239,481 | $118,448 | $4,190 | $281 | $10,409 | $1,067,969 | |
| 2015.2 | $527,269 | $234,136 | $76,121 | $256,248 | $333,434 | $6,198 | $589 | $9,466 | $1,443,461 | $2,511,430 |
| 2016.1 | $457,610 | $195,734 | $58,551 | $218,887 | $188,959 | $4,189 | $482 | $6,262 | $1,130,674 | |
| 2016.2 | $572,315 | $228,576 | $81,348 | $272,556 | $413,872 | $6,997 | $674 | $11,222 | $1,587,560 | $2,718,234 |
| 2017.1 | $513,474 | $224,925 | $77,619 | $260,013 | $148,744 | $4,769 | $403 | $5,799 | $1,235,746 | |
| 2017.2 | $610,264 | $242,224 | $90,690 | $286,176 | $263,288 | $5,194 | $741 | $10,646 | $1,509,223 | $2,744,969 |
| 2018.1 | $578,643 | $247,010 | $94,366 | $288,085 | $141,311 | $5,207 | $561 | $8,741 | $1,363,924 | |
| 2018.2 | $655,008 | $235,594 | $91,368 | $286,037 | $279,256 | $6,110 | $655 | $10,217 | $1,564,245 | $2,928,169 |
| 2019.1 | $656,359 | $234,896 | $93,036 | $282,350 | $142,326 | $4,205 | $446 | $8,244 | $1,421,862 | |
| 2019.2 | $752,442 | $237,408 | $110,202 | $276,398 | $266,120 | $6,120 | $610 | $12,001 | $1,661,301 | $3,083,163 |
| 2020.1 | $481,493 | $160,913 | $72,194 | $193,646 | $396,500 | $4,787 | $888 | $4,212 | $1,314,633 | |
| 2020.2 | $579,331 | $160,931 | $91,546 | $185,567 | $233,786 | $3,992 | $689 | $14,006 | $1,269,848 | $2,584,481 |
| 2021.1 | $511,480 | $155,870 | $81,440 | $160,040 | $122,162 | $3,539 | $503 | $5,703 | $1,040,737 | |
| 2021.2 | $748,588 | $223,404 | $128,280 | $237,853 | $327,627 | $7,842 | $978 | $13,855 | $1,688,427 | $2,729,164 |
| 2022.1 | $632,820 | $216,306 | $125,372 | $233,003 | $169,976 | $6,897 | $650 | $7,957 | $1,392,981 | |
| 2022.2 | $972,521 | $313,831 | $159,589 | $301,936 | $322,048 | $11,726 | $1,224 | $18,025 | $2,100,900 | $3,493,881 |
| 2023.1 | $847,614 | $283,155 | $139,963 | $250,508 | $190,720 | $11,206 | $691 | $13,798 | $1,737,655 | |
| 2023.2 | $1,015,954 | $328,893 | $170,809 | $278,826 | $370,552 | $17,264 | $1,345 | $11,184 | $2,194,827 | $3,932,482 |
| 2024.1 | $954,473 | $339,414 | $176,640 | $295,034 | $193,411 | $14,305 | $987 | $17,015 | $1,991,279 | |
| 2024.2 | $1,070,055 | $361,764 | $211,117 | $295,250 | $1,051,839 | $34,205 | $2,073 | $13,913 | $3,040,216 | $5,031,495 |
| 2025.1 | $979,058 | $349,945 | $216,789 | $295,589 | $191,826 | $15,561 | $699 | $10,549 | $2,060,016 | |
| 2025.2 | $1,134,549 | $395,057 | $221,965 | $300,179 | $325,105 | $20,705 | $690 | $41,366 | $2,439,616 | $4,499,632 |

Source:

[1] to [8]: RCS 2026 Annual Review, Appendix B, Column (7)

[9]: Sum of Columns [1] through [8]

Table A 2.3: Ultimate Loss and LAE Cost, and HCR, per Earned Vehicle by Accident Year, in 2019 Dollars

| Accident Year | [1] RCS Bodily Injury Loss and LAE Cost per Earned Vehicle | [2] Health Cost Recovery per Earned Vehicle | [3] RCS All Coverages Loss and LAE Cost per Earned Vehicle | [4] Alberta CPI (June) | [5] Alberta CPI 2019 | [6] RCS Bodily Injury Loss and LAE plus HCR per Earned Vehicle, in 2019 Dollars | [7] RCS All Coverages excl Bodily Injury, Loss and LAE Cost per Earned Vehicle, in 2019 Dollars |
|---|---|---|---|---|---|---|---|
| 2011 | $246 | $36 | $716 | 125.3 | 143.1 | $322 | $537 |
| 2012 | $273 | $32 | $809 | 126.9 | 143.1 | $344 | $604 |
| 2013 | $295 | $26 | $844 | 129.8 | 143.1 | $354 | $605 |
| 2014 | $314 | $28 | $887 | 132.3 | 143.1 | $370 | $620 |
| 2015 | $358 | $38 | $947 | 134.5 | 143.1 | $422 | $627 |
| 2016 | $384 | $37 | $1,015 | 136.3 | 143.1 | $443 | $662 |
| 2017 | $417 | $38 | $1,019 | 136.9 | 143.1 | $476 | $629 |
| 2018 | $449 | $51 | $1,066 | 140.7 | 143.1 | $508 | $627 |
| 2019 | $565 | $53 | $1,108 | 142.7 | 143.1 | $560 | $603 |
| 2020 | $381 | $42 | $930 | 145.0 | 143.1 | $418 | $541 |
| 2021 | $449 | $27 | $972 | 148.9 | 143.1 | $457 | $503 |
| 2022 | $565 | $32 | $1,230 | 161.4 | 143.1 | $530 | $590 |
| 2023 | $641 | $28 | $1,353 | 164.4 | 143.1 | $582 | $620 |
| 2024 | $673 | $30 | $1,673 | 169.4 | 143.1 | $594 | $845 |
| 2025 | $685 | $22 | $1,458 | 172.3 | 143.1 | $587 | $642 |

Source:

[1]: Appendix Table A 2.1, Column [5]

[2]: Appendix Table A 2.1, Column [10]

[3]: Appendix Table A 2.2, Column [10]/ Appendix Table A 2.1, Column [2]

[6]: ([1] + [2]) x [5] / [4]

[7]: ([3] – [1]) x [5] / [4]

## 3. Calculation of Earned Premium Allocated to Bodily Injury Coverage

Table A 3.1: All Coverages, Earned Premium by Coverage, by Accident Semester

| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
|---|---|---|---|---|---|---|---|---|---|---|
| Acc Sem-ester | TPL Earned Premium (000s) | TPL Earned Premium (000s) | Accident Benefits Earned Premium (000s) | Collision Earned Premium (000s) | Compre-hensive Earned Premium (000s) | All Perils Earned Premium (000s) | Specifd. Perils Earned Premium (000s) | Underinsd Motorsts Earned Premium (000s) | All Covgs Earned Premium (000s) | All Covgs Earned Premium (000s) |
| 2011.1 | $580,516 | | $58,799 | $27,886 | $354,163 | $188,109 | $7,332 | $755 | $1,217,560 | |
| 2011.2 | $592,501 | $1,173,017 | $60,772 | $29,631 | $369,852 | $197,917 | $7,455 | $765 | $1,258,892 | $2,476,452 |
| 2012.1 | $588,216 | | $60,397 | $30,156 | $370,967 | $202,242 | $7,102 | $799 | $1,259,879 | |
| 2012.2 | $618,422 | $1,206,638 | $64,310 | $32,161 | $384,812 | $211,925 | $7,072 | $802 | $1,319,503 | $2,579,382 |
| 2013.1 | $621,946 | | $64,777 | $32,236 | $384,261 | $215,485 | $6,794 | $834 | $1,326,333 | |
| 2013.2 | $661,993 | $1,283,939 | $68,802 | $34,030 | $402,360 | $227,799 | $7,097 | $827 | $1,402,909 | $2,729,242 |
| 2014.1 | $668,849 | | $69,166 | $34,011 | $402,457 | $232,545 | $7,028 | $847 | $1,414,903 | |
| 2014.2 | $722,015 | $1,390,864 | $73,659 | $36,098 | $421,645 | $246,648 | $7,368 | $845 | $1,508,279 | $2,923,181 |
| 2015.1 | $726,312 | | $73,209 | $35,805 | $417,665 | $250,194 | $7,291 | $872 | $1,511,349 | |
| 2015.2 | $775,875 | $1,502,187 | $76,585 | $37,218 | $420,160 | $259,633 | $7,629 | $873 | $1,577,974 | $3,089,323 |
| 2016.1 | $789,161 | | $75,489 | $36,893 | $399,197 | $258,090 | $7,527 | $913 | $1,567,270 | |
| 2016.2 | $835,113 | $1,624,274 | $77,096 | $38,337 | $396,546 | $263,093 | $7,689 | $925 | $1,618,798 | $3,186,068 |
| 2017.1 | $841,901 | | $75,575 | $37,878 | $385,962 | $262,049 | $7,458 | $963 | $1,611,788 | |
| 2017.2 | $899,909 | $1,741,810 | $79,348 | $39,554 | $395,461 | $273,601 | $7,820 | $1,003 | $1,696,695 | $3,308,483 |
| 2018.1 | $911,881 | | $79,545 | $39,227 | $391,100 | $278,800 | $7,803 | $1,073 | $1,709,429 | |
| 2018.2 | $980,593 | $1,892,474 | $84,396 | $40,845 | $404,498 | $295,402 | $8,268 | $1,052 | $1,815,053 | $3,524,482 |
| 2019.1 | $998,256 | | $85,215 | $40,210 | $399,225 | $301,669 | $8,200 | $1,085 | $1,833,861 | |
| 2019.2 | $1,077,532 | $2,075,788 | $92,453 | $41,765 | $408,588 | $318,945 | $8,567 | $1,102 | $1,948,951 | $3,782,812 |
| 2020.1 | $1,102,544 | | $96,795 | $40,876 | $394,100 | $323,578 | $8,233 | $1,158 | $1,967,283 | |
| 2020.2 | $1,202,967 | $2,305,511 | $110,106 | $41,952 | $396,645 | $338,558 | $8,806 | $1,176 | $2,100,209 | $4,067,493 |
| 2021.1 | $1,223,931 | | $116,829 | $40,867 | $389,896 | $343,852 | $9,661 | $1,246 | $2,126,282 | |
| 2021.2 | $1,294,469 | $2,518,400 | $127,953 | $42,613 | $402,634 | $360,190 | $11,316 | $1,316 | $2,240,490 | $4,366,773 |
| 2022.1 | $1,266,339 | | $130,251 | $42,081 | $394,874 | $359,773 | $12,468 | $1,387 | $2,207,172 | |
| 2022.2 | $1,303,544 | $2,569,882 | $142,462 | $43,820 | $405,636 | $371,690 | $14,982 | $1,428 | $2,283,563 | $4,490,735 |
| 2023.1 | $1,300,249 | | $150,604 | $43,378 | $403,383 | $372,245 | $17,442 | $1,493 | $2,288,795 | |
| 2023.2 | $1,387,151 | $2,687,400 | $167,795 | $45,290 | $425,796 | $390,416 | $21,281 | $1,522 | $2,439,252 | $4,728,046 |
| 2024.1 | $1,404,842 | | $171,554 | $45,154 | $432,601 | $398,355 | $23,286 | $1,567 | $2,477,359 | |
| 2024.2 | $1,502,433 | $2,907,275 | $188,103 | $46,255 | $456,425 | $420,736 | $25,728 | $1,583 | $2,641,263 | $5,118,622 |
| 2025.1 | $1,540,454 | | $199,142 | $44,186 | $456,180 | $430,356 | $27,159 | $1,617 | $2,699,094 | |
| 2025.2 | $1,688,951 | $3,229,405 | $225,303 | $40,842 | $470,065 | $459,889 | $30,891 | $1,650 | $2,917,591 | $5,616,685 |

Source:

GISA AUTO-7001-AB-2025

Table A 3.2: All Coverages, Ultimate Loss and LAE as per RCS, by Coverage, by Accident Semester

| \ Accident Year | [1] TPL Earned Vehicles | [2] TPL Earned Premium (000s) | [3] All Coverages Earned Premium (000s) | [4] RCS Bodily Injury Loss and LAE per Vehicle | [5] HCR per Vehicle | [6] RCS DCPD Loss and LAE per Vehicle | [7] Alberta CPI (June) | [8] Alberta CPI 2019 | [9] Bodily Injury + HCR Share of TPL Earned Premium per Vehicle in 2019 Dollars | [10] All Other Covgs Share of Earned Premium per Vehicle in 2019 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|
| 2011 | 2,307,232 | $1,173,017 | $2,476,452 | $246 | $36 | $154 | 125.3 | 143.1 | $376 | $850 |
| 2012 | 2,391,973 | $1,206,638 | $2,579,382 | $273 | $32 | $155 | 126.9 | 143.1 | $377 | $839 |
| 2013 | 2,480,356 | $1,283,939 | $2,729,242 | $295 | $26 | $166 | 129.8 | 143.1 | $376 | $837 |
| 2014 | 2,576,725 | $1,390,864 | $2,923,181 | $314 | $28 | $168 | 132.3 | 143.1 | $392 | $835 |
| 2015 | 2,652,216 | $1,502,187 | $3,089,323 | $358 | $38 | $170 | 134.5 | 143.1 | $422 | $817 |
| 2016 | 2,678,708 | $1,624,274 | $3,186,068 | $384 | $37 | $158 | 136.3 | 143.1 | $463 | $786 |
| 2017 | 2,692,624 | $1,741,810 | $3,308,483 | $417 | $38 | $173 | 136.9 | 143.1 | $490 | $795 |
| 2018 | 2,747,653 | $1,892,474 | $3,524,482 | $449 | $51 | $176 | 140.7 | 143.1 | $518 | $786 |
| 2019 | 2,782,715 | $2,075,788 | $3,782,812 | $506 | $53 | $170 | 142.7 | 143.1 | $574 | $789 |
| 2020 | 2,780,103 | $2,305,511 | $4,067,493 | $382 | $42 | $116 | 145.0 | 143.1 | $643 | $801 |
| 2021 | 2,806,657 | $2,518,400 | $4,366,773 | $449 | $27 | $135 | 148.9 | 143.1 | $672 | $824 |
| 2022 | 2,840,139 | $2,569,882 | $4,490,735 | $565 | $32 | $187 | 161.4 | 143.1 | $611 | $791 |
| 2023 | 2,906,957 | $2,687,400 | $4,728,046 | $641 | $28 | $211 | 164.4 | 143.1 | $612 | $804 |
| 2024 | 3,007,153 | $2,907,275 | $5,118,622 | $673 | $30 | $233 | 169.4 | 143.1 | $613 | $825 |
| 2025 | 3,086,190 | $3,229,405 | $5,616,685 | $685 | $22 | $241 | 172.3 | 143.1 | $648 | $864 |

Source:

[1]: Appendix Table A 2.1, Column [2]

[2]: Appendix Table A 3.1, Column [2]

[3]: Appendix Table A 3.1, Column [10]

[4]: RCS 2026 Annual Review, Appendix B, Page 1, Column (14)

[5]: Appendix Table A 2.1, Column [10]

[6]: RCS 2026 Annual Review, Appendix B, Page 2, Column (14)

[9]: ([4] + [5])/([4] + [5] + [6]) x ([2] / [1]) x ([8] / [7])

[10]: ([3]/[1]) x ([8]/[7]) − [9]

# 4. Paid Claim Dollars and Closed Claim Counts, Bodily Injury

Table A 4.1: RCS Ultimate Incurred and Paid Dollars and Ultimate and Closed Claim Counts, by Accident Semester, Bodily Injury

| Accident Semester | [1] Third Party Liability Earned Car Years | [2] RCS Bodily Injury Ultimate Incurred Loss and LAE (000s) | [3] Bodily Injury Paid Loss and ALAE (000s) | [4] RCS Bodily Injury Ultimate Claim Count | [5] Bodily Injury Closed Claim Count |
|---|---|---|---|---|---|
| 2011.1 | 1,128,677 | $247,203 | $225,505 | 7,016 | 7,015 |
| 2011.2 | 1,178,555 | $321,225 | $293,414 | 7,013 | 7,010 |
| 2012.1 | 1,171,063 | $295,573 | $270,746 | 6,659 | 6,659 |
| 2012.2 | 1,220,911 | $358,535 | $328,308 | 7,745 | 7,743 |
| 2013.1 | 1,210,574 | $324,612 | $294,018 | 7,173 | 7,170 |
| 2013.2 | 1,269,782 | $408,239 | $368,261 | 8,619 | 8,616 |
| 2014.1 | 1,257,015 | $345,960 | $314,251 | 7,567 | 7,564 |
| 2014.2 | 1,319,711 | $462,061 | $419,932 | 8,816 | 8,809 |
| 2015.1 | 1,302,827 | $422,285 | $381,048 | 8,095 | 8,089 |
| 2015.2 | 1,349,389 | $527,269 | $468,146 | 8,833 | 8,821 |
| 2016.1 | 1,324,192 | $457,610 | $415,524 | 7,753 | 7,744 |
| 2016.2 | 1,354,516 | $572,315 | $512,435 | 9,045 | 9,019 |
| 2017.1 | 1,323,268 | $513,474 | $457,087 | 8,612 | 8,582 |
| 2017.2 | 1,369,356 | $610,264 | $538,640 | 9,022 | 8,977 |
| 2018.1 | 1,348,568 | $578,643 | $501,150 | 8,663 | 8,625 |
| 2018.2 | 1,399,085 | $655,008 | $556,916 | 8,754 | 8,697 |
| 2019.1 | 1,372,055 | $656,359 | $528,007 | 8,838 | 8,707 |
| 2019.2 | 1,410,661 | $752,442 | $586,963 | 9,025 | 8,825 |
| 2020.1 | 1,371,283 | $481,493 | $367,442 | 5,864 | 5,709 |
| 2020.2 | 1,408,820 | $579,331 | $388,701 | 6,040 | 5,736 |
| 2021.1 | 1,380,591 | $511,480 | $320,061 | 5,508 | 5,176 |
| 2021.2 | 1,426,066 | $748,588 | $411,658 | 7,312 | 6,632 |
| 2022.1 | 1,395,243 | $632,820 | $296,436 | 5,830 | 4,938 |
| 2022.2 | 1,444,896 | $972,521 | $366,677 | 7,895 | 6,086 |
| 2023.1 | 1,425,450 | $847,614 | $242,256 | 6,816 | 4,566 |
| 2023.2 | 1,481,507 | $1,015,954 | $184,292 | 7,455 | 4,196 |
| 2024.1 | 1,475,076 | $954,473 | $91,091 | 7,461 | 3,305 |
| 2024.2 | 1,532,077 | $1,070,055 | $42,938 | 8,034 | 2,410 |
| 2025.1 | 1,516,129 | $979,058 | $13,882 | 7,715 | 1,548 |
| 2025.2 | 1,570,062 | $1,134,549 | $2,912 | 8,094 | 403 |

Sources:

[1], [3], [5]:
Exhibit AUTO7001-AB-2025, General Insurance Statistical Agency (GISA)

[2], [4]: RCS 2026 Annual Review, Appendix B, Page 1, Column (7), (4)

Table A 4.2: Percentages of Ultimate Incurred Loss and LAE Dollars Paid, and Ultimate Claim Counts Closed, by Accident Year, Bodily Injury

| Accident Year | [1]<br>RCS Bodily Injury Ultimate Incurred Loss and LAE (000s) | [2]<br>Bodily Injury Paid Loss and ALAE (000s) | [3]<br>RCS Bodily Injury Ultimate Claim Count | [4]<br>Bodily Injury Closed Claim Count | [5]<br>Bodily Paid Loss and LAE as Pct of Ultimate | [6]<br>Bodily Injury Closed Claim Count as Pct of Ultimate |
|---|---|---|---|---|---|---|
| 2011 | $568,428 | $518,919 | 14,029 | 14,025 | 91% | 100% |
| 2012 | $654,108 | $599,054 | 14,404 | 14,402 | 92% | 100% |
| 2013 | $732,851 | $662,279 | 15,792 | 15,786 | 90% | 100% |
| 2014 | $808,021 | $734,183 | 16,383 | 16,373 | 91% | 100% |
| 2015 | $949,554 | $849,195 | 16,928 | 16,910 | 89% | 100% |
| 2016 | $1,029,925 | $927,959 | 16,798 | 16,763 | 90% | 100% |
| 2017 | $1,123,738 | $995,727 | 17,634 | 17,559 | 89% | 100% |
| 2018 | $1,233,651 | $1,058,067 | 17,417 | 17,322 | 86% | 99% |
| 2019 | $1,408,801 | $1,114,970 | 17,863 | 17,532 | 79% | 98% |
| 2020 | $1,060,824 | $756,143 | 11,904 | 11,445 | 71% | 96% |
| 2021 | $1,260,068 | $731,719 | 12,820 | 11,808 | 58% | 92% |
| 2022 | $1,605,341 | $663,112 | 13,725 | 11,024 | 41% | 80% |
| 2023 | $1,863,568 | $426,548 | 14,271 | 8,762 | 23% | 61% |
| 2024 | $2,024,528 | $134,029 | 15,495 | 5,715 | 7% | 37% |
| 2025 | $2,113,607 | $16,794 | 15,809 | 1,951 | 1% | 12% |

Source:

[1]: Appendix Table A 4.1 Column [2]

[2]: Appendix Table A 4.1 Column [3]

[3]: Appendix Table A 4.1 Column [4]

[4]: Appendix Table A 4.1 Column [5]

[5]: [2]/[1]

[6]: [4]/[3]

## 5. Case Incurred Loss Triangles, Bodily Injury

Table A 5.1: Incurred Loss and ALAE ($000s) by Accident Half Year at 6-Month Age Intervals

| Acc Half-Yr | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 |
|---|---|---|---|---|---|---|---|---|
| 2018.01 | 197,315 | 242,619 | 277,037 | 323,219 | 383,850 | 422,431 | 450,268 | 477,305 |
| 2018.02 | 199,756 | 278,187 | 327,553 | 385,479 | 438,793 | 467,190 | 502,458 | 525,021 |
| 2019.01 | 182,157 | 257,440 | 306,207 | 353,241 | 393,880 | 447,262 | 487,968 | 517,080 |
| 2019.02 | 210,044 | 292,335 | 340,118 | 394,012 | 457,120 | 507,875 | 554,003 | 594,903 |
| 2020.01 | 136,475 | 188,186 | 224,050 | 257,874 | 311,621 | 344,748 | 372,371 | 387,469 |
| 2020.02 | 161,095 | 212,770 | 251,132 | 293,930 | 345,696 | 393,694 | 431,203 | 464,407 |
| 2021.01 | 135,089 | 172,885 | 205,769 | 240,083 | 288,852 | 331,536 | 379,866 | 413,155 |
| 2021.02 | 155,026 | 229,883 | 277,941 | 342,470 | 408,192 | 490,560 | 568,184 | 598,052 |
| 2022.01 | 122,582 | 181,387 | 230,292 | 275,830 | 361,368 | 436,359 | 475,439 | 500,968 |
| 2022.02 | 171,828 | 274,139 | 337,324 | 442,146 | 588,439 | 662,806 | 727,201 | |
| 2023.01 | 149,589 | 226,741 | 297,250 | 407,475 | 508,136 | 581,988 | | |
| 2023.02 | 186,003 | 302,799 | 414,090 | 503,119 | 612,694 | | | |
| 2024.01 | 188,714 | 324,623 | 399,723 | 488,545 | | | | |
| 2024.02 | 221,308 | 367,153 | 449,476 | | | | | |
| 2025.01 | 212,899 | 330,458 | | | | | | |
| 2025.02 | 238,503 | | | | | | | |

Source: GISA AUTO7001-AB-2025

Table A 5.2: Incurred Loss and ALAE ($000s) by Accident Year at 12-Month Age Intervals

| Acc Year | 12 | 24 | 36 | 48 | 60 | 72 | 84 | 96 |
|---|---|---|---|---|---|---|---|---|
| 2018 | 442,375 | 650,772 | 861,224 | 979,763 | 1,051,215 | 1,093,970 | 1,116,354 | 1,113,318 |
| 2019 | 467,484 | 693,359 | 904,382 | 1,071,083 | 1,172,342 | 1,245,518 | 1,257,957 | |
| 2020 | 349,281 | 509,006 | 690,444 | 818,672 | 911,906 | 938,501 | | |
| 2021 | 327,912 | 518,024 | 739,728 | 981,339 | 1,045,057 | | | |
| 2022 | 353,215 | 613,154 | 1,024,798 | 1,228,169 | | | | |
| 2023 | 412,743 | 821,565 | 1,194,681 | | | | | |
| 2024 | 545,931 | 938,021 | | | | | | |
| 2025 | 568,961 | | | | | | | |

Source:

For Acc Yr 2018, Age 12 months: Table 1 Acc Half-Yr 2018.1, Age 12 months + Acc Half-Yr 2018.2, Age 6 months

For Acc Yr 2018, Age 24 months: Table 1 Acc Half-Yr 2018.1, Age 24 months + Acc Half-Yr 2018.2, Age 18 months

For Acc Yr 2018, Age 36 months: Table 1 Acc Half-Yr 2018.1, Age 36 months + Acc Half-Yr 2018.2, Age 30 months

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For Acc Yr 2024, Age 12 months: Table 1 Acc Half-Yr 2024.1, Age 12 months + Acc Half-Yr 2024.2, Age 6 months

For Acc Yr 2024, Age 24 months: Table 1 Acc Half-Yr 2024.1, Age 24 months + Acc Half-Yr 2024.2, Age 18 months

For Acc Yr 2025, Age 12 months: Table 1 Acc Half-Yr 2025.1, Age 12 months + Acc Half-Yr 2025.2, Age 6 months

Table A 5.3: Loss and ALAE Cost per Vehicle ($) by Accident Year at 12-Month Age Intervals

| Acc Year | 12 | 24 | 36 | 48 |
|---|---|---|---|---|
| 2018 | 161 | 237 | 313 | 357 |
| 2019 | 168 | 249 | 325 | 385 |
| 2020 | 126 | 183 | 248 | 294 |
| 2021 | 117 | 185 | 264 | 350 |
| 2022 | 124 | 216 | 361 | 432 |
| 2023 | 142 | 283 | 411 | |
| 2024 | 182 | 312 | | |
| 2025 | 184 | | | |

Source: Table A. 5.2 / TPL Count of Vehicles by Accident Year

Table A 5.4: Loss and ALAE Cost per Vehicle by Accident Year at 12-Month Age Intervals in 2019 Dollars

| Acc Year | 12 | 24 | 36 | 48 |
|---|---|---|---|---|
| 2018 | 164 | 241 | 319 | 363 |
| 2019 | 168 | 250 | 326 | 386 |
| 2020 | 124 | 181 | 245 | 291 |
| 2021 | 112 | 177 | 253 | 336 |
| 2022 | 110 | 191 | 320 | 383 |
| 2023 | 124 | 246 | 358 | |
| 2024 | 153 | 264 | | |
| 2025 | 153 | | | |

Source: Table A5.3 x 2019 Alberta CPI / Alberta CPI for June of Accident Year