## Newfoundland and Labrador Board of Commissioners of Public Utilities Automobile Insurance Rate Filing Summary Mandatory Simplified Filing

| Filing Information |  |
| :--- | :---: |
| Name of Insurer | Traders General Insurance Company |
| Type of Business | Personal Vehicles-Off Road Vehicles (ATVs) |
| New Business Effective Date | March 1, 2024 |
| Renewal Business Effective Date | March 1, 2024 |
| Board Order \# | A.I. 4(2024) |
| Board Decision | Approved |


| Coverage | Indicated Rate Change | Proposed Rate Change |
| :--- | :---: | :---: |
| Bodily Injury | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Property Damage - Tort | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| DCPD | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Uninsured Auto | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Underinsured Motorist | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Accident Benefits | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Collision | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Comprehensive | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Specified Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| All Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Total Overall | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |


| Current Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 102 | 1 | 10 | 0 | 22 | 12 | 170 | 86 | 40 | 237 |
| 005 | 102 | 1 | 11 | 0 | 22 | 12 | 186 | 96 | 42 | 441 |
| 006 | 102 | 1 | 10 | 0 | 20 | 12 | 173 | 98 | 41 | 91 |
| 007 | 102 | 1 | 11 | 0 | 21 | 12 | 184 | 96 | 47 | 286 |


| Proposed Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured <br> Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 102 | 1 | 10 | 0 | 22 | 12 | 170 | 86 | 40 | 237 |
| 005 | 102 | 1 | 11 | 0 | 22 | 12 | 186 | 96 | 42 | 441 |
| 006 | 102 | 1 | 10 | 0 | 20 | 12 | 173 | 98 | 41 | 91 |
| 007 | 102 | 1 | 11 | 0 | 21 | 12 | 184 | 96 | 47 | 286 |


| Rate Capping Provisions |  |  |
| :--- | :--- | :---: |
| Proposed Rate Cap |  |  |
| Length of Cap |  |  |


| No change | Summary of Changes/Additional Information |
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## Newfoundland and Labrador Board of Commissioners of Public Utilities Automobile Insurance Rate Filing Summary Mandatory Simplified Filing

| Filing Information |  |
| :--- | :---: |
| Name of Insurer | Traders General Insurance Company |
| Type of Business | Personal Vehicles-Motorcycles |
| New Business Effective Date | March 1, 2024 |
| Renewal Business Effective Date | March 1, 2024 |
| Board Order \# | A.I. 4(2024) |
| Board Decision | Approved |


| Coverage | Indicated Rate Change |  |
| :--- | :--- | :--- |
| Bodily Injury | $\mathrm{N} / \mathrm{A}$ |  |
| Property Damage - Tort | $\mathrm{N} / \mathrm{A}$ |  |
| DCPD | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Uninsured Auto | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Underinsured Motorist | $\mathrm{N} / \mathrm{A}$ |  |
| Accident Benefits | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Collision | $\mathrm{N} / \mathrm{A}$ |  |
| Comprehensive | $\mathrm{N} / \mathrm{A}$ |  |
| Specified Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| All Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Total Overall | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |


| Current Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 117 | 1 | 9 | 0 | 87 | 39 | 529 | 570 | 314 | 0 |
| 005 | 116 | 1 | 9 | 0 | 82 | 39 | 584 | 694 | 336 | 0 |
| 006 | 110 | 1 | 9 | 0 | 80 | 39 | 1012 | 1013 | 372 | 1119 |
| 007 | 115 | 1 | 9 | 0 | 86 | 39 | 662 | 755 | 330 | 431 |


| Proposed Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 117 | 1 | 9 | 0 | 87 | 39 | 529 | 570 | 314 | 0 |
| 005 | 116 | 1 | 9 | 0 | 82 | 39 | 584 | 694 | 336 | 0 |
| 006 | 110 | 1 | 9 | 0 | 80 | 39 | 1012 | 1013 | 372 | 1119 |
| 007 | 115 | 1 | 9 | 0 | 86 | 39 | 662 | 755 | 330 | 431 |


| Rate Capping Provisions |  |  |
| :--- | :--- | :---: |
| Proposed Rate Cap |  |  |
| Length of Cap |  |  |


| No change | Summary of Changes/Additional Information |
| :--- | :--- |
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# Newfoundland and Labrador Board of Commissioners of Public Utilities Automobile Insurance Rate Filing Summary Mandatory Simplified Filing 

| Filing Information |  |
| :--- | :---: |
| Name of Insurer | Traders General Insurance Company |
| Type of Business | Personal Vehicles-Motorhomes |
| New Business Effective Date | March 1, 2024 |
| Renewal Business Effective Date | March 1, 2024 |
| Board Order \# | A.I. 4(2024) |
| Board Decision | Approved |


| Coverage | Indicated Rate Change | Proposed Rate Change |
| :--- | :---: | :---: |
| Bodily Injury | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Property Damage - Tort | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| DCPD | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Uninsured Auto | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Underinsured Motorist | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Accident Benefits | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Collision | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Comprehensive | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Specified Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| All Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Total Overall | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |


| Current Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 006 | 233 | 6 | 105 | 7 | 20 | 81 | 105 | 105 | 0 | 0 |
| 007 | 324 | 8 | 74 | 10 | 24 | 64 | 105 | 111 | 15 | 0 |


| Proposed Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured <br> Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 006 | 233 | 6 | 105 | 7 | 20 | 81 | 105 | 105 | 0 | 0 |
| 007 | 324 | 8 | 74 | 10 | 24 | 64 | 105 | 111 | 15 | 0 |


| Rate Capping Provisions |  |  |
| :--- | :--- | :---: |
| Proposed Rate Cap |  |  |
| Length of Cap |  |  |


| No change |
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## Newfoundland and Labrador Board of Commissioners of Public Utilities Automobile Insurance Rate Filing Summary Mandatory Simplified Filing

| Filing Information |  |
| :--- | :---: |
| Name of Insurer | Traders General Insurance Company |
| Type of Business | Personal Vehicles-Motorized Snow Vehicles |
| New Business Effective Date | March 1, 2024 |
| Renewal Business Effective Date | March 1, 2024 |
| Board Order \# | A.I. 4(2024) |
| Board Decision | Approved |


| Coverage | Indicated Rate Change | Proposed Rate Change |
| :--- | :---: | :---: |
| Bodily Injury | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Property Damage - Tort | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| DCPD | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Uninsured Auto | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Underinsured Motorist | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Accident Benefits | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Collision | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Comprehensive | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Specified Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| All Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Total Overall | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |


| Current Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 22 | 1 | 3 | 0 | 24 | 12 | 725 | 133 | 61 | 0 |
| 005 | 22 | 1 | 4 | 0 | 22 | 12 | 934 | 152 | 65 | 0 |
| 006 | 22 | 1 | 4 | 0 | 20 | 12 | 857 | 161 | 70 | 943 |
| 007 | 22 | 1 | 4 | 0 | 21 | 12 | 631 | 136 | 65 | 0 |


| Proposed Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured <br> Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 22 | 1 | 3 | 0 | 24 | 12 | 725 | 133 | 61 | 0 |
| 005 | 22 | 1 | 4 | 0 | 22 | 12 | 934 | 152 | 65 | 0 |
| 006 | 22 | 1 | 4 | 0 | 20 | 12 | 857 | 161 | 70 | 943 |
| 007 | 22 | 1 | 4 | 0 | 21 | 12 | 631 | 136 | 65 | 0 |


| Rate Capping Provisions |  |  |
| :--- | :--- | :---: |
| Proposed Rate Cap |  |  |
| Length of Cap |  |  |


| No change | Summary of Changes/Additional Information |
| :--- | :--- |
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# Newfoundland and Labrador Board of Commissioners of Public Utilities Automobile Insurance Rate Filing Summary Mandatory Simplified Filing 

| Filing Information |  |
| :--- | :---: |
| Name of Insurer | Traders General Insurance Company |
| Type of Business | Personal Vehicles-Trailers \& Camper Units |
| New Business Effective Date | March 1, 2024 |
| Renewal Business Effective Date | March 1, 2024 |
| Board Order \# | A.I. 4(2024) |
| Board Decision | Approved |


| Coverage | Indicated Rate Change |  |
| :--- | :--- | :--- |
| Bodily Injury | $\mathrm{N} / \mathrm{A}$ |  |
| Property Damage - Tort | $\mathrm{N} / \mathrm{A}$ |  |
| DCPD | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Uninsured Auto | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Underinsured Motorist | $\mathrm{N} / \mathrm{A}$ |  |
| Accident Benefits | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Collision | $\mathrm{N} / \mathrm{A}$ |  |
| Comprehensive | $\mathrm{N} / \mathrm{A}$ |  |
| Specified Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| All Perils | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |
| Total Overall | $\mathrm{N} / \mathrm{A}$ | $0 \%$ |


| Current Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 13 | 1 | 0 | 0 | 0 | 13 | 46 | 130 | 62 | 158 |
| 005 | 13 | 1 | 0 | 0 | 0 | 0 | 65 | 182 | 64 | 140 |
| 006 | 12 | 1 | 0 | 0 | 0 | 12 | 84 | 272 | 23 | 0 |
| 007 | 12 | 1 | 0 | 0 | 0 | 12 | 75 | 213 | 82 | 1044 |


| Proposed Average Written Premium (\$) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Statistical Territory | Bodily Injury | PD-Tort | DCPD | Uninsured <br> Auto | Underinsured Motorist | Accident Benefits | Collision | Comprehensive | Specified Perils | All Perils |
| 004 | 13 | 1 | 0 | 0 | 0 | 13 | 46 | 130 | 62 | 158 |
| 005 | 13 | 1 | 0 | 0 | 0 | 0 | 65 | 182 | 64 | 140 |
| 006 | 12 | 1 | 0 | 0 | 0 | 12 | 84 | 272 | 23 | 0 |
| 007 | 12 | 1 | 0 | 0 | 0 | 12 | 75 | 213 | 82 | 1044 |


| Rate Capping Provisions |  |  |
| :--- | :--- | :---: |
| Proposed Rate Cap |  |  |
| Length of Cap |  |  |


| No change |
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[^4]
[^0]:    The rate change data and average premium data contained in this document was prepared by the filing insurer and submitted to the Board solely for informational purposes and not for the purposes of reliance on by any third party. The Board assumes no liability related to third party use of this data or any actions taken or decisions made as a result of the data set forth herein.

    The rate change data and average premium data contained in this document is presented on an aggregate basis. Actual rate changes and premium levels will vary by individual policyholder based on factors including, but not limited to, territory, coverage limit, driving record, discounts, surcharges and deductibles.

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    The rate change data and average premium data contained in this document is presented on an aggregate basis. Actual rate changes and premium levels will vary by individual policyholder based on factors including, but not limited to, territory, coverage limit, driving record, discounts, surcharges and deductibles.

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    The rate change data and average premium data contained in this document is presented on an aggregate basis. Actual rate changes and premium levels will vary by individual policyholder based on factors including, but not limited to, territory, coverage limit, driving record, discounts, surcharges and deductibles.

[^4]:    The rate change data and average premium data contained in this document was prepared by the filing insurer and submitted to the Board solely for informational purposes and not for the purposes of reliance on by any third party. The Board assumes no liability related to third party use of this data or any actions taken or decisions made as a result of the data set forth herein.

    The rate change data and average premium data contained in this document is presented on an aggregate basis. Actual rate changes and premium levels will vary by individual policyholder based on factors including, but not limited to, territory, coverage limit, driving record, discounts, surcharges and deductibles.

