

**CMMG (MPI)**

**CMMG (MPI) 1-1**

Please update last years CMMG (MPI) 1-1 re: comparison of projected vs actual loss data for motorcycle major class.

**RESPONSE:**

Refer to the attached table.

### Comparison of Projected vs Actual for Motorcycle Major Class

Loss Ins Year	Projected Losses [a]		Projected Total Premium [b]	Actual Losses		Actual Total Premium [e]	Actual Loss Ratio	
	Excluding "Pool" Loss	Including "Pool" Loss		Excluding "Pool" Loss [c]	Including "Pool" Loss [d]		Excluding "Pool" Loss	Including "Pool" Loss
2004	7,946,004	7,946,004	6,175,800	4,334,230	4,671,433	6,597,819	65.69%	70.80%
2005	11,559,434	11,559,434	8,478,000	6,177,387	6,657,988	7,464,128	82.76%	89.20%
2006	9,893,169	9,893,169	8,472,800	11,897,142	12,822,740	8,618,553	138.04%	148.78%
2007	10,390,631	10,952,927	9,343,600	7,450,263	8,029,894	9,474,661	78.63%	84.75%
2008	12,106,150	12,761,721	10,994,400	7,292,847	7,860,230	10,686,013	68.25%	73.56%
2009	12,050,545	12,775,440	12,238,200	7,708,764	8,308,506	11,474,147	67.18%	72.41%
2010	12,072,057	12,825,747	13,576,300	11,937,244	12,865,961	12,156,455	98.20%	105.84%
2011	12,245,914	13,018,014	13,131,800	6,538,293	7,046,972	12,817,434	51.01%	54.98%
2012	9,347,361	10,054,858	11,687,400	4,819,416	5,194,366	12,986,962	37.11%	40.00%
2013	9,991,774	10,729,886	12,523,900	7,464,639	8,045,388	12,851,434	58.08%	62.60%
2014	9,209,789	9,859,082	12,594,800					
2015	9,031,739	9,734,074	12,105,000					
<b>TOTAL</b>	<b>125,844,566</b>	<b>132,110,356</b>	<b>131,322,000</b>	<b>75,620,224</b>	<b>81,503,478</b>	<b>105,127,605</b>	<b>71.93%</b>	<b>77.53%</b>

**Notes:**

"Pool" Loss as defined in Volume II, RM.4, pages 27 & 28

[a] From the respective GRA; Balanced Pure Premium \* Projected Units;

[b] From the respective GRA; PUB Approved Major Class Rate \* Projected Units;

2015 based on Applied for Major Class Rate \* Projected Units

[c] Volume II, RM.4, Exhibit VI; Pure Premium No Trend \* Number of Units;

Sum over all coverages

[d] Actual Losses Excluding "Pool" Loss \* 1.0778; 1.0778 = 9,734,074 / 9,031,739

[e] Earned premium from the Corporation's Data Warehouse; does not account for premium rebates

**CMMG (MPI) 1-2**

Please provide the current forecast for 2015 for motorcycle specific road safety programs and initiatives - comparing same to overall road safety expenditure (relative percentages and amounts with breakdowns of expenditures).

Are there any new initiatives for motorcycle road safety? Did the advanced motorcycle rider program pilot yet?

**RESPONSE:**

Basic insurance rates are set prospectively based on pro forma financial projections of expenses and revenues and actuarial modeling. This information request has no bearing on the reasonableness of the financial projections or actuarial modeling used to determine rates effective March 1, 2015. This is consistent with the Corporation's understanding of the PUB's mandate as stated in *The Crown Corporations Public Review and Accountability Act* and by the Court of Appeal. Considerable information of an operational nature was provided in the filing, though rate setting does not entail an operational review or audit of Manitoba Public Insurance. For these reasons, the Corporation declines to incur the additional staff effort and operating expenses associated with responding to this information request.

**CMMG (MPI) 1-3**

Any new initiatives for wildlife collision reduction?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-4**

With reference to CMMG (MPI) 1-4 last year, please provide a breakdown of the losses, both paid and waived, for each head up insurance average, stepped with \$25,000.00 levels for motorcycle claims over the last 5 years.

**RESPONSE:**

Please see attached.

**Motorcycle Claims Loss Data  
By Insurance Year  
All Physical Damage and Injuries, All Heads of Coverage**

**Collision - Incurred**  
Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount
< 0	1	(290)	2	(785)	3	(367)	1	(147)	2	(595)
0	51	-	36	-	25	-	25	-	24	-
0.01 to 25,000	223	943,848	271	1,058,344	280	1,123,720	278	1,331,747	281	1,193,144
25,001 to 50,000	2	50,944					1	26,389		
<b>Grand Total</b>	<b>277</b>	<b>994,502</b>	<b>309</b>	<b>1,057,559</b>	<b>308</b>	<b>1,123,353</b>	<b>305</b>	<b>1,357,989</b>	<b>307</b>	<b>1,192,549</b>

**Collision - Paid**  
Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount
< 0	2	(334)	2	(785)	3	(367)	1	(147)	2	(595)
0	84	-	40	-	26	-	26	-	24	-
0.01 to 25,000	190	779,358	267	1,041,224	279	1,123,520	277	1,330,747	281	1,193,069
25,001 to 50,000	1	25,756					1	26,389		
<b>Grand Total</b>	<b>277</b>	<b>804,780</b>	<b>309</b>	<b>1,040,439</b>	<b>308</b>	<b>1,123,153</b>	<b>305</b>	<b>1,356,989</b>	<b>307</b>	<b>1,192,474</b>

## Motorcycle Claims Loss Data By Insurance Year

### All Physical Damage and Injuries, All Heads of Coverage

**Public Liability - Incurred**

Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount
0	1	0								
0.01 to 25000					1	10,079			1	3,498
25001 to 50000							1	55,000		
100001 to 125000									1	117,675
<b>Grand Total</b>	<b>1</b>	<b>-</b>			<b>1</b>	<b>10,079</b>	<b>1</b>	<b>55,000</b>	<b>2</b>	<b>121,173</b>

**Public Liability - Paid**

Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount
0	1	0								
0.01 to 25000					1	79			1	3,498
25001 to 50000							1	55,000		
100001 to 125000									1	117,675
<b>Grand Total</b>	<b>1</b>	<b>-</b>			<b>1</b>	<b>79</b>	<b>1</b>	<b>55,000</b>	<b>2</b>	<b>121,173</b>



## Motorcycle Claims Loss Data By Insurance Year

### All Physical Damage and Injuries, All Heads of Coverage

**Property Damage - Incurred**

Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount
0	13	-	13	-	17	-	12	-	14	-
0.01 to 25000	31	51,362	34	29,107	28	24,776	31	26,774	34	34,306
<b>Grand Total</b>	<b>44</b>	<b>51,362</b>	<b>47</b>	<b>29,107</b>	<b>45</b>	<b>24,776</b>	<b>43</b>	<b>26,774</b>	<b>48</b>	<b>34,306</b>

**Property Damage - Paid**

Data as of July 18, 2014

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount
0	21	-	13	-	17	-	12	-	14	-
0.01 to 25000	23	46,859	34	29,107	28	24,776	31	26,774	34	34,306
<b>Grand Total</b>	<b>44</b>	<b>46,859</b>	<b>47</b>	<b>29,107</b>	<b>45</b>	<b>24,776</b>	<b>43</b>	<b>26,774</b>	<b>48</b>	<b>34,306</b>

**Motorcycle Claims Loss Data  
By Insurance Year  
All Physical Damage and Injuries, All Heads of Coverage**

Accident Benefits - Incurred

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount	Claim Count	Incurred Amount
< 0			12	(28,375)	6	(374,344)				
0	23	-	31	-	32	-	17	-	10	-
0.01 to 25000	93	702,475	94	725,959	92	612,971	93	544,839	99	768,881
25001 to 50000	17	632,314	21	693,196	20	702,513	19	716,439	20	701,278
50001 to 75000	16	992,111	7	410,619	12	697,904	9	545,093	14	860,618
75001 to 100000	8	707,727	3	270,885	3	269,629	4	333,301	1	79,606
100001 to 125000	1	113,515	2	223,146			5	555,796	4	451,077
125001 to 150000	2	259,150	2	276,482	4	525,063	1	127,301	1	126,386
150001 to 175000	1	164,800	2	323,057	2	316,175			3	483,824
175001 to 200000	2	397,870					1	194,753		
200001 to 225000							1	222,497	2	430,160
225001 to 250000							1	232,160	1	225,415
250001 to 275000			1	264,951			1	260,658		
275001 to 300000			1	288,821	1	276,283	1	281,212	1	277,107
300001 to 325000							1	300,834		
325001 to 350000							5	1,664,495		
375001 to 400000	1	388,169								
450001 to 475000							1	459,870	1	453,637
475001 to 500000					1	485,161			1	492,519
500001 to 525000					1	524,877				
525001 to 550000							1	529,563		
575001 to 600000							1	587,559		
600001 to 625000			1	623,424						
800001 to 825000					1	800,297				
1000001 to 1025000									1	1,022,483
1175001 to 1200000									1	1,184,236
1700001 to 1725000							1	1,714,175		
2950001 to 2975000							1	2,962,765		
2975001 to 3000000					1	2,991,196				
	<b>164</b>	<b>4,358,132</b>	<b>177</b>	<b>4,072,165</b>	<b>176</b>	<b>7,827,725</b>	<b>164</b>	<b>12,233,310</b>	<b>160</b>	<b>7,557,227</b>

## Motorcycle Claims Loss Data By Insurance Year

**All Physical Damage and Injuries, All Heads of Coverage**

**Accident Benefits - Paid**

Ranges	2013		2012		2011		2010		2009	
	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount	Claim Count	Paid Amount
< 0					1	(96)				
0	39	-	43	-	35	-	17	-	10	-
0.01 to 25000	99	552,008	107	676,344	93	646,587	93	533,660	99	768,881
25001 to 50000	22	792,506	12	441,986	21	735,714	22	854,583	20	695,800
50001 to 75000	1	66,160	6	359,558	14	826,092	6	370,806	14	860,998
75001 to 100000			3	247,029	3	268,561	4	315,487	2	175,145
100001 to 125000			1	106,238	3	315,602	6	672,864	3	332,215
125001 to 150000			1	125,276	3	411,779			2	280,665
150001 to 175000	1	166,319	1	154,811			3	490,565	3	484,530
175001 to 200000	1	199,452	1	191,401	1	188,423	4	720,122	1	190,837
200001 to 225000							1	202,108	3	622,511
225001 to 250000							1	229,852	2	471,414
250001 to 275000							2	523,495		
275001 to 300000			1	288,516						
325001 to 350000					1	329,589	2	653,032		
375001 to 400000	1	388,169								
450001 to 475000							1	459,870	1	473,995
550001 to 575000							1	552,479		
600001 to 625000			1	623,424						
650001 to 675000							1	661,317		
700001 to 725000					1	715,614				
	<b>164</b>	<b>2,164,615</b>	<b>177</b>	<b>3,214,584</b>	<b>176</b>	<b>4,437,866</b>	<b>164</b>	<b>7,240,240</b>	<b>160</b>	<b>5,356,992</b>

**CMMG (MPI) 1-5**

Please update last years CMMG (MPI) 1-5 with respect to rate requirements/loss ratio/increases and Board decisions.

**RESPONSE:**

See the table below.

**MOTORCYCLE MAJOR CLASS**

<i>Insurance Year</i>	<i>Rate Requirement*</i>	<i>Loss Ratio</i>	<i>% Increase Sought**</i>	<i>% Increase Approved</i>
2004/05	\$1,012.96	70.80%	19.93%	14.82%
2005/06	\$1,183.33	89.20%	15.01%	13.86%
2006/07	\$1,115.92	148.78%	12.70%	5.00%
2007/08	\$1,167.24	84.75%	8.36%	5.00%
2008/09	\$1,181.44	73.56%	9.16%	9.16%
2009/10	\$1,150.94	72.41%	7.21%	7.21%
2010/11	\$1,147.15	105.84%	5.67%	5.67%
2011/12	\$1,130.47	54.98%	1.62%	-2.50%
2012/13	\$917.19	40.00%	-10.33%	-10.79%
2013/14	\$900.64	62.60%	-0.22%	-0.22%
2014/15	\$846.00		-6.02%	-6.07%
2015/16	\$817.07		-6.55%	

\*Credibility weighted required rate for the Motorcycle weighted class from RM 4 per respective GRA

\*\* Refer to SM 3 per respective GRA

**CMMG (MPI) 1-6**

Please update CMMG (MPI) 1-6 from last year with the annual numbers/claims costs for persons killed or injured annually due to wildlife/livestock collision in Manitoba.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-7**

Please update the total for MPI's advertising expenses, also breaking that total down for the type of media (radio, television, newspaper, magazine, others).

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-8**

Please breakdown the advertising expenditures in the I.R. above according to type of message (ie: road safety, program/coverages/etc.) Please break out the cost of the specific motorcycle ads and indicate expenditures.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-9**

Has there been any use by the Corporation of the "hot mapping" results for motorcycle collision as provided response to CMMG (MPI) 2-2 last year? Does the Corporation plan to develop any initiatives or responses using the data in the coming year?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.



**CMMG (MPI) 1-10**

The Corporation indicated in CMMG (MPI) 2-8 that another Canadian insurer offered "transferable" plates to be used where an owner has several vehicles only one of which he may use at a time. Please provide details of this insurer.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-11**

Please compare the average required rate for motorcycles for all 4 Western Canadian provinces with adjustment for the variance in policy term, ie full calendar year policy vs Manitoba's 5/12 year policy period. Please provide examples for a 2013 Harley Davidson Electroglide [sic], a 2000 Honda, and a 2010 BMW examples (or similar make/model/age).

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-12**

Please provide the last ten year calculations of loss ratios for motorcycle and for private passenger.

**RESPONSE:**

The loss ratios for motorcycles are presented in CMMG (MPI) 1-1. The corresponding loss ratios for private passenger vehicles are provided in the attached table.

### Actual Losses and Premiums for Private Passenger Class

Loss Ins Year	Actual Losses		Actual Total Premium [c]	Actual Loss Ratio	
	Excluding "Pool" Loss [a]	Including "Pool" Loss [b]		Excluding "Pool" Loss	Including "Pool" Loss
2004	369,290,984	391,965,451	514,407,988	71.79%	76.20%
2005	370,915,819	393,690,051	546,178,031	67.91%	72.08%
2006	422,279,351	448,207,303	569,475,717	74.15%	78.71%
2007	432,426,811	458,977,817	592,904,534	72.93%	77.41%
2008	407,423,567	432,439,374	620,602,184	65.65%	69.68%
2009	394,294,440	418,504,119	648,298,934	60.82%	64.55%
2010	462,201,916	490,581,113	671,010,213	68.88%	73.11%
2011	456,893,548	484,946,811	690,284,214	66.19%	70.25%
2012	499,111,046	529,756,464	680,305,745	73.37%	77.87%
2013	541,152,288	574,379,038	682,187,895	79.33%	84.20%
<b>TOTAL</b>	<b>4,355,989,770</b>	<b>4,623,447,541</b>	<b>6,215,655,456</b>	<b>70.08%</b>	<b>74.38%</b>

## Notes:

"Pool" Loss as defined in Volume II, RM.4, pages 27 & 28

[a] Volume II, RM.4, Exhibit VI; Pure Premium No Trend \* Number of Units;  
Sum over all coverages

[b] Actual Losses Excluding "Pool" Loss \* 1.0614

[c] Earned premium from the Corporation's Data Warehouse; does not account  
for premium rebates

**CMMG (MPI) 1-13**

Please provide the Corporation and explanation of the determination of the RSR over 2014 and projected 2015. Please provide a percentage ranking of the factors contributing to the deterioration setting out the amount percentage and period of the effect of poor winter driving and claims associated therewith.

**RESPONSE:**

The causes of the deterioration of the RSR in 2013/14 are described on page 8 of Volume I Overview. The forecasted causes of the deterioration of the RSR in 2014/15 are described on page 10 of the Overview section. This section clearly describes the source of each cause, including any impacts as a result of winter collision experience.

**CMMG (MPI) 1-14**

Were there any motorcycle claims during the winter months November 30, 2014 to March 30, 2015. Please state amount of claims costs incurred if answer is in the affirmative.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-15**

Does the Corporation agree that the deterioration in the RSR has not been contributed to by the motorcycle class of use since the last GRA.

**RESPONSE:**

The Corporation does not determine the annual contribution to net income by major vehicle classification. All Basic rates are applied for on a break-even basis and actual experience will vary around the break-even calculations.

**CMMG (MPI) 1-16**

Why does the Corporation cap the decrease in motorcycle rates applied for in this application instead of requesting approval for the required rate and the decrease indicated?

**RESPONSE:**

Please refer to Volume II Ratemaking, section RM.5.4, Final Impact of Rate Changes.



**CMMG (MPI) 1-17**

Please describe each of the PFAD's (Provisions For Adverse Deviation) employed by the Corporation.

**RESPONSE:**

Refer to Volume III AI.7, Actuary Report as at October 31, 2013, pages 44 and 45.

**CMMG (MPI) 1-18**

Please provide a comparison of the average claims costs for vehicles in which the owner has a motorcycle insured versus vehicles where the owner does not also have a motorcycle insured.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-19**

Please provide a comparison of the bonus/malus points accumulated of motorcycle insured vs. the private passenger pool of insured.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-20**

Why does a motorcyclist not get substitute transportation covered under basic insurance when the operator is involved in a not at fault motorcycle accident?

**RESPONSE:**

The Corporation does not consider changes to Basic coverage as this is the exclusive purview of the Legislature of Manitoba through amendments to *The Manitoba Public Insurance Corporation Act* and regulations thereunder. The Corporation administers the universal compulsory automobile insurance plan and implements changes as legislated by government.

**CMMG (MPI) 1-21**

What is the Corporation's long term plan to rebuild the RSR, ie what are the expected contributions over the next several years?

**RESPONSE:**

The Corporation has requested a 1% RSR rebuilding fee in the current rate application. However, as stated in the CEO testimony on page 8:

“Once the PUB and MPI have agreed on a satisfactory Basic RSR methodology and minimum target, MPI will be able to go forward and make other business decisions. ... The Corporation, as it has done in the past when faced with significantly adverse financial results, is willing to rebuild the Basic RSR with a transfer of excess retained earnings from its competitive lines of business. **The final amount to be transferred and the rate of transfer is yet to be determined, but will be based upon the methodology and minimum target in the Order forthcoming from this application.**”

**CMMG (MPI) 1-22**

What are the estimated total claims cost attributable to distracted drivers over last year?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-23**

Please show the number of contract employees working for MPI over the last five (5) years, indicating annual expenditures and annual increases/decreases in numbers of contractors. Please also provide the average wage broken down for each level of employee: ie. clerical, administrative, managers, supervisors, executive, senior executive.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-24**

Please provide what are the percentage changes in executive remuneration over the past 5 years? Please also advise in any changes in the numbers of executives.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.



**CMMG (MPI) 1-25**

Please provide what are percentage changes in management remuneration over the past 5 years?

**RESPONSE:**

Refer to Volume II, Expenses – Appendix 2.

**CMMG (MPI) 1-26**

Please provide what are the percentage changes in front line employees remuneration over the past 5 years?

**RESPONSE:**

Refer to Volume II, Expenses - Appendix 2.

**CMMG (MPI) 1-27**

Please provide number of lawyers currently employed and also those on a contract with MPI.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-28**

Please provide the wage to premium ratio percentage. Has the increases at MPI surpassed Canadian inflation rates? Have the wages stayed in line with private insurance companies?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-29**

How has the number of claims changed over the past 5 years? What is the percentage change?

**RESPONSE:**

Refer to CMMG (MPI) 1-4.

**CMMG (MPI) 1-30**

How has the cost of administrative process of a claim changed in the past 5 years?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-31**

What has MPI done to reduce the costs to process a claim?

**RESPONSE:**

Please refer to Volume I, Value to Manitobans, page 8. All of the initiatives listed on page 8 and highlighted throughout this section have helped to reduce the costs to process a claim.

**CMMG (MPI) 1-32**

Adjusters now work as a team of, as opposed to the previous procedure of one adjuster per claim. How has this affected the costs of administering a claim?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.



**CMMG (MPI) 1-33**

What process has MPI used to lower operational costs and how does MPI compare to other province's crown corporations that handle vehicle insurance coverage?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-34**

How does MPI compare to operational costs of private insurance companies, who compete for business and have to advertise to attract clients?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-35**

What is the cost of the IT department and how has it changed in the past 5 years?

**RESPONSE:**

Refer to Volume II, Expenses – Appendix 9.

**CMMG (MPI) 1-36**

What is the amount of capital invested in buildings in the past 5 years and are assets disposed of when no longer required? How many assets are donated or disposed off at a loss in the past 5 years? Are assets handled through crown asset disposal?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-37**

What are the total assets of MPI over the past 5 years. Please also show the increase and decrease annually by percentage.

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-38**

Are real estate holdings of MPI valued at current market value in its financial statements?

**RESPONSE:**

The Pooled Real Estate Fund is shown at fair value. The Capital and Investment Property are shown at cost less accumulated depreciation.

**CMMG (MPI) 1-39**

Does MPI receive any "perks" from its advertising? Jets tickets, Bomber tickets? And how much is spent on advertising in these sport venues? Does MPI contribute other events such as marathons, Junior Hockey, Goldeyes games, etc. that are not motor vehicle related?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-40**

How much money has MPI spent on Police officer wages and overtime for traffic enforcement?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.



**CMMG (MPI) 1-41**

Does MPI share in any of the revenue generated by the increased police enforcement to cover its costs?

**RESPONSE:**

No.

**CMMG (MPI) 1-42**

Does MPI have any direction with respect to the duties of the traffic division of the WPS?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-43**

Does PI provide funding to any other police department? Brandon? RCMP? Reserve Police? And is that included in the total? What other insurance company in Canada contributes to police wages for traffic enforcement?

**RESPONSE:**

Please refer to CMMG (MPI) 1-2.

**CMMG (MPI) 1-44**

Has MPI expended funds contributed to road repairs or road maintenance or studies on road maintenance?

**RESPONSE:**

The Corporation has not expended funds for road repair, road maintenance or studies on road maintenance.

**CMMG (MPI) 1-45**

How much money does MPI spend on training of new immigrants and unemployed persons to get their class one professional driver licence? Why should MPI shareholders be paying for employment training of Manitobans and is this part of MPI's mandate for providing affordable insurance? What other insurance company pays for training for employment, specifically a class one licence?

**RESPONSE:**

The Basic Autopac program does not fund the training of newcomers or unemployed persons to obtain class one professional driver's licences.

**CMMG (MPI) 1-46**

Would including Fire and Theft on the basic insurance (as is done with automobiles) change the motorcycle rate drastically as MPI has the loss/premium ratio experience with motorcycles already?

**RESPONSE:**

The Corporation does not consider changes to Basic coverage as this is the exclusive purview of the Legislature of Manitoba through amendments to *The Manitoba Public Insurance Corporation Act* and regulations thereunder. The Corporation administers the universal compulsory automobile insurance plan and implements changes as legislated by government.

**CMMG (MPI) 1-47**

Since the methodology of MPI has changed regarding motorcycle/auto accidents where there is loss allocation based upon fault, and the implementation of graduated licensing, how has this affected the Claims costs to premium ratio in the MC category and are the reductions in premiums truly, fairly and proportionately reflective of the reductions in claims?

**RESPONSE:**

The current PIPP cost allocation as ordered by the Public Utilities Board is not a fault-based cost allocation. PIPP costs are allocated based on the number of vehicle(s) (and other non-vehicle(s)) involved in an accident, and does not take into consideration the fault of the driver(s) involved.

The Corporation's ratemaking methodology is actuarially sound. In determining the 2015/16 rates, we have taken into consideration the associated claims costs and expenses, including related drivers and trends. The determination of the claims costs for each major class, including the Motorcycle major class, was done based on the PUB approved PIPP cost allocation, which we have shown in prior rate applications to favourably affect the Motorcycle major class. Any effect of graduated licensing on the claims costs for motorcycles is captured in the data used and reflected in the rates. The Corporation's ratemaking methodology employs the same methods for all vehicles including motorcycles.