



Ref: BN16/1659 (01000/16)

Hon Shayne Mallard MLC
Committee Chair
Legislative Council Standing Committee on Law and Justice
Parliament House
Macquarie Street
SYDNEY NSW 2000

cc: Ms Teresa McMichael, Director, Upper House Committees at
law@parliament.nsw.gov.au

Dear Mr Mallard

**Review of the NSW Compulsory Third Party Scheme
Questions on Notice arising from the hearing on 17 June 2016**

I refer to your recent letter regarding the first review of the Legislative Council Standing Committee on Law and Justice and attaching the Questions on Notice arising from the hearing.

I am pleased to enclose the State Insurance Regulatory Authority's (SIRA) responses to the Questions on Notice.

Any enquiries about the responses may be directed to Andrew Nicholls, Executive Director, Motor Accidents Insurance Regulation, SIRA on _____ or by e-mail:

Yours sincerely

Anthony Lean
Chief Executive

14/7/16

LEGISLATIVE COUNCIL STANDING COMMITTEE ON LAW AND JUSTICE
1st REVIEW OF THE COMPULSORY THIRD PARTY INSURANCE SCHEME
QUESTIONS ON NOTICE ARISING FROM PUBLIC HEARING 17 JUNE 2016

Question 1

Mr NICHOLLS: I do not think it has a date on the front cover but it was published in around March this year. We have just tabled that and it is on our website. That document outlines in quite a great deal of detail the trends in claims. In particular it identifies that from around mid-2014 there has been a very considerable increase in the growth of minor severity legally represented claims in the system. Across that 2014-15 period we saw a 27 per cent increase in the number of claims, which is a quarter of those claims and which represents 1,705 additional claims in the system compared to the previous year.

The report highlights that significant increase in claims is occurring in particular regions of Sydney. The report highlights that there has been a challenge of increasing claims, particularly in south-west Sydney. The report also highlights that in the last 12 to 18 months that trend now seems to be spreading to other parts of Sydney. In recent months, the rate of growth that in those smaller legally represented claims was actually going up faster in other regions of Sydney. The report also sets out that there are a number of concerning trends involving particular service providers, legal companies and medical providers, and certainly also some common trends in relation to the types of injuries that are being reported, in particular, injuries that are difficult to establish, such as soft tissue injury and some level of stress and an over-proportion of children and unemployed people in the figures.

The Hon. LYNDIA VOLTZ: Could you just give us the breakdown of those, the ones that are fraudulent, the ones that are farming from that 1,700?

Mr NICHOLLS: We do not have all of those numbers here. I am happy to take that on notice.

Response

Over the past six years, and mainly in the last two years, there have been significant increases in the number of minor severity legally represented claims. Between 2008 and 2015, the increase in the number of these claims has been over 300 per cent in some parts of Sydney.

Despite a 2% to 3% per year decline in the number of total reported road casualties between 2008 and 2015, overall propensity to claim (the number of claims divided by the number of road casualties) has increased from 59% to more than 100%. This means that there are more claims than reported road casualties. In South West Sydney, for example, propensity to claim has increased from 91% to more than 200%.

The very rapid increase in these claims, which is occurring despite the decline in casualty rates, may be attributed to a range of factors including hard fraud, soft fraud, exaggeration and claims farming. While there is clear evidence of all these behaviours currently occurring, it is not possible to break up this increase in claims against each factor as the source cannot be identified until investigations occur. These claims are currently subject to investigations by Police and other investigative bodies to determine the type of activity and any relevant action that is required.

Question 2

The Hon. DANIEL MOOKHEY: Just a final question in this line of questioning: a whole bunch of suggestions were advanced by the Bar Association as to additional things insurers could be doing—a lot of that was based on an intelligence-led response to the emergence of these practices, be it geographic or amongst networks. In your view does that have merit and, in addition to that, is it something that SIRA is prepared to facilitate and, if so, would that give insurers more options to respond operationally to this than they currently have?

The Hon. TREVOR KHAN: They did not hear the Bar Association's evidence so you are asking them to respond to something they did not hear.

Mr DAVID SHOEBRIDGE: Which is a pity that he did not sit hear and hear the other key evidence in an inquiry that relates so intimately to your work. Why weren't you sitting here hearing the evidence?

The Hon. TREVOR KHAN: Because they are not required to.

The Hon. LYNDA VOLTZ: Thank you, Trevor, for your contribution to the Committee.

Mr NICHOLLS: Can I answer?

The CHAIR: It was a good question and he can take it on notice.

Response

SIRA has required each insurer to develop, implement and submit to the Authority a business plan to address the issue of fraud. These plans are now in place and have been developed using data consolidated by SIRA from across the industry. The plans are enabling the identification of patterns and 'flags' for investigation by insurers.

SIRA is working with insurers to better identify and manage questionable claims and is updating its analysis regularly to identify emerging patterns. SIRA is facilitating discussions between insurers and other regulatory bodies including the Office of the Legal Services Commissioner and the Health Care Complaints Commission in order to investigate specific matters. SIRA is also working closely with insurers to develop and evaluate effective claims management strategies to address the problem through better claims management.

SIRA is continuing to meet with insurers on a regular basis and is monitoring the implementation of their business plans. SIRA is also ensuring that dialogue between different sectors regarding claims fraud continues.

SIRA has been allocated an additional \$1.2million in the 2016 State Budget to build an internal fraud capability including staff and an improved database. In addition, the NSW Government has outlined an intention to provide SIRA with greater investigative and prosecution powers, along with increased penalties for fraud.

Question 3

Mr LEAN: The recommendations made by the profit review, which we are currently in the process of implementing, will enable us to regulate profit more effectively and specifically. It will stop the super profits emerging in the scheme that have occurred over previous years.

Mr DAVID SHOEBRIDGE: There are 21 recommendations and you have had since the middle of October last year. How many have been implemented?

Mr LEAN: Off the top of my head, I think ten have commenced implementation. There are a couple that require legislation, so they will be looked at in the broader CTP reform process. There are around six being looked at as part of the redesign of the premium system we are currently undertaking.

Mr DAVID SHOEBRIDGE: Could you give me a detailed breakdown of those you have partially implemented and to what extent; those you are not in a position to implement because they require legislative changes; and those that have not been commenced?

Mr LEAN: We will take that on notice.

Response

Refer to Attachment 1.

Question 4

The Hon. DANIEL MOOKHEY: What is the ratio between super profits and fraud in terms of cost to the system? If \$19 out of every \$100 that comes into the scheme is taken by insurers in profit, as opposed to the percentage of the \$100 that go to fraud, what is the ratio?

Mr LEAN: I would have to take that on notice.

Response

The large increase in fraudulent and exaggerated claims has occurred only in the last few years, whereas the \$19 out of \$100 for insurer profit is the average that has occurred since 1999. Therefore these figures are not comparable.

However an assessment by the Scheme Actuary indicates that the magnitude and growth of minor severity legally represented claims (of which fraud is a part) is currently a larger cost driver in the scheme than insurer profit.

Question 5

The Hon. DANIEL MOOKHEY: In terms of what the higher cost is to the scheme, is it the gap in terms of the super profits, does that cost the scheme more than fraud?

Mr NICHOLLS: I would have to take that on notice.

Response

See the response to Question 4, above.

Question 6

The Hon. LYNDA VOLTZ: From 2012 to the present time what has the increase been in the number of children?

Mr NICHOLLS: I will take that question on notice.

Response

The number of full claims for children has increased by 75% since 2012. The number of claims for children involving minor severity injuries that are legally represented has increased by 126% since 2012. The increase in full claims and minor severity legally represented claims for children and adults since 2012 is set out in the below tables.

Children and Adult Reported Claims by Reporting Calendar Year

Full Claims	2012	2013	2014	2015	% Increase from 2012
Children	950	1,151	1,467	1,659	75%
Adult	8,458	8,950	9,662	11,338	34%
Total	9,408	10,101	11,129	12,997	38%

Minor Severity Represented Claims	2012	2013	2014	2015	% Increase from 2012
Children	600	827	1,128	1,358	126%
Adult	4,112	4,695	5,545	7,750	88%
Total	4,712	5,522	6,673	9,108	93%

Question 7

Mr DAVID SHOEBRIDGE: It is not so much providing the data to consumers that might improve competition; it is getting a pool of data from new entrants and providing the data to new entrants, which would be the most significant benefit for competition. Could I ask you to take that on notice?

Mr NICHOLLS: Absolutely. We have a statutory obligation to provide de-identified claims and premium data to insurers, to market analysts, and we do provide that on a quarterly basis. What we do not do is publish individual commercial in-confidence—

Mr DAVID SHOEBRIDGE: I would rather you just provided on notice what you do in that regard in order to encourage competition. I would like the detail on that on notice.

Response

SIRA makes available information on a quarterly basis to insurers and analysts and from the end of last year has commenced publishing this data in a user friendly form on its website. This information, which includes premium, market share and claims data, is available to any potential new entrant. This is in addition to scheme data already published on a regular basis, as well as publicly available information on Green Slip prices.

The review of insurer profits conducted by Mr Trevor Matthews and Deloitte Access Economics identified a number of measures in the regulation of premiums, including risk pooling, which would help alleviate the competitive disadvantage of new entrants given the relative information asymmetry versus incumbents.

Question 8

Mr DAVID SHOEBRIDGE: So, on average, historically the filings were saying that insurers would be expected to get 8 per cent return on their capital or 8 per cent profit out of the scheme. What figure did they get historically?

Mr NICHOLLS: The figure over the life of the scheme is 19 per cent.

Mr DAVID SHOEBRIDGE: So that 11 per cent over the life of the scheme, what does that mean in dollar terms?

Mr NICHOLLS: I would have to take that on notice.

Response

The overall insurer profit above filed profit between 2000 and 2015 totalled \$2.91 billion.

The following table shows total profit (millions) by accident year from 2000.¹

Accident year ended 30 June	Filed Profit	Profit Above Filed Profit	Total Profit	Profit Margin
2000	116	343	459	31%
2001	103	273	376	28%
2002	103	255	357	27%
2003	105	305	411	30%
2004	111	190	301	21%
2005	114	264	378	26%
2006	112	173	286	20%
2007	115	202	317	21%
2008	102	52	154	12%
2009	103	-37	66	5%
2010	117	39	156	10%
2011	132	166	298	18%
2012	144	170	314	17%
2013	154	196	351	18%
2014	176	231	408	18%
2015	184	97	281	12%
Overall	1,993	2,919	4,911	19%

Question 9

Mr DAVID SHOEBRIDGE: You have progressive estimates of what the profits are—I have seen them. If you cannot give them to me orally you can give them on notice, the 2014 and 2015 filing years.

Mr LEAN: It would be too early to tell for those years because it is too early in the life of the scheme. I can take it on notice but the answer would be it is too early to tell.

Mr DAVID SHOEBRIDGE: But you will have your initial assessments, because I have seen them before in your annual filings—they are in your annual reports, you know that.

The CHAIR: Mr Lean has taken it on notice and we will accept that.

¹ The 2014 and 2015 accident years are not fully mature and are subject to change.

Response

Refer to Question 8, above. It is noted that since 2014 SIRA has undertaken a more robust approach to premium regulation. The scheme actuary estimates that new Premiums Determination Guidelines adopted in 2014 will likely place downwards pressure on realised profits (see Attachment 2).

Question 10

The Hon. TREVOR KHAN: So am I entitled to draw the conclusion from that that because the country premiums are linked to the city premiums by some form of percentage calculation, essentially the country premiums are being dragged up by this increase in city premiums, or am I wrong?

Mr NICHOLLS: No, that is not correct. We have five geographic zones in New South Wales. The country is a separate geographic zone, the city of Sydney is a zone, outer metropolitan city is a zone, and Newcastle and Wollongong, making five. Each of those geographic areas pay their own way and every vehicle class within each of those geographic zones also pay their own way. So, effectively, the cross-subsidies that occur are within those but not across them ...

The Hon. LYNDIA VOLTZ: I just want to ask for the stats. Within those zones could you give us a breakdown of vehicles and zones and with motorbikes in particular per zone and what they are?

Mr NICHOLLS: I am happy to take that on notice.

Response

The table below shows the breakdown of vehicles by zone by calendar year from 2008 to 2015. This includes all vehicles (including motorcycles) in NSW.

	REGISTERED VEHICLES							
	2008	2009	2010	2011	2012	2013	2014	2015
South West Sydney	691,124	702,236	720,367	739,551	758,216	779,594	821,541	839,679
North & East Sydney	743,017	751,812	768,652	782,411	794,319	810,240	858,209	876,773
Other Sydney regions	978,976	991,518	1,012,064	1,038,209	1,052,518	1,070,535	1,033,019	1,057,067
Newcastle	578,520	591,650	607,199	623,235	643,000	660,393	677,376	693,697
Outer Metropolitan	129,796	134,235	137,812	141,189	145,543	149,466	155,038	160,836
Wollongong	120,411	123,410	126,094	130,015	133,104	135,754	138,974	142,113
Country	1,381,512	1,411,646	1,442,558	1,474,255	1,512,145	1,542,562	1,560,111	1,597,136
Total	4,623,357	4,706,507	4,814,746	4,928,866	5,038,845	5,148,545	5,244,268	5,367,303

The table below shows the breakdown of motorcycles only by zone and by calendar year from 2008 to 2015.

	REGISTERED MOTORCYCLES ONLY							
	2008	2009	2010	2011	2012	2013	2014	2015
South West Sydney	13,384	14,987	16,155	17,047	18,219	19,475	20,397	21,091
North & East Sydney	22,810	25,559	27,649	29,170	30,863	32,616	35,079	36,657
Other Sydney regions	30,192	32,724	34,932	36,712	38,724	41,069	41,745	43,543
Newcastle	22,897	25,540	27,523	28,660	30,571	32,546	33,883	35,294
Outer Metropolitan	5,832	6,515	6,924	7,170	7,586	8,230	8,759	9,142
Wollongong	4,706	5,205	5,588	5,973	6,167	6,432	6,708	7,008
Country	57,214	62,591	65,500	66,624	68,765	71,578	72,497	74,963
Total	157,033	173,119	184,271	191,355	200,895	211,945	219,068	227,698

Question 11

The Hon. TREVOR KHAN: With regard to these zones and the increase, are you able to identify what the increase in claims has been in such areas as Newcastle and Wollongong as well?

Mr NICHOLLS: Yes. I am happy to take that on notice as well.

Response

Claims for minor severity injuries that are legally represented in Country NSW have increased by 75% since 2008. The table below shows the increase in claims for minor severity legally represented claims in Country NSW and other regions.

Region	Growth in minor severity legally represented claims from 2008
South West Sydney	311%
North & East Sydney	183%
Other Sydney regions	188%
Newcastle	65%
Outer Metropolitan	271%
Wollongong	165%
Country	75%

Question 12

The Hon. TREVOR KHAN: This is for the period 2008 to 2015. Some of the evidence that we have received, including from yourselves, the Bar Association and others, obviously as a result of information that you have given, is that there is now a trending up in terms of claims in areas that were otherwise not infected by what was going on. Are you able to provide some form of statistics that show that adjustment, as to where it is trending and why?

Mr NICHOLLS: Yes, we are happy to take it on notice. We can absolutely break these figures up into a year-by-year assessment by region and you can see those trends.

Response

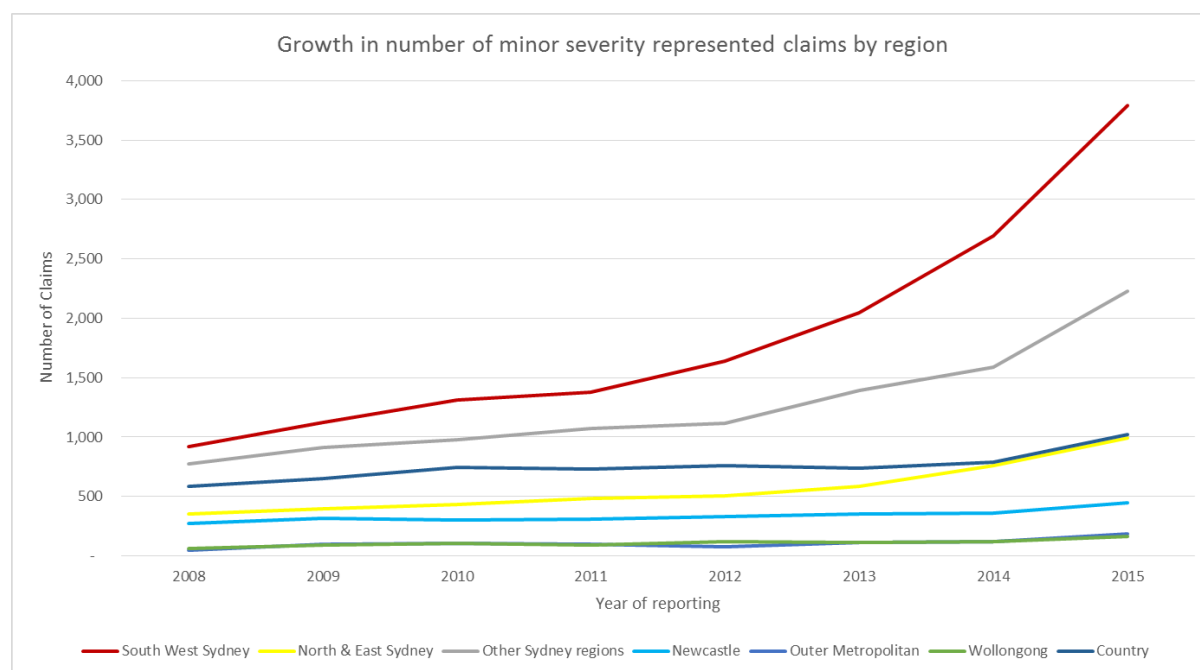
The table below shows the annual number of claims for minor severity legally represented claims by region since 2008.²

Number of Minor Severity Reported Claims by Reporting Calendar Year

Minor Severity Represented Claims	Reported Claims								
	2008	2009	2010	2011	2012	2013	2014	2015	2016*
South West Sydney	923	1,122	1,314	1,379	1,642	2,046	2,696	3,790	832
North & East Sydney	352	398	430	484	503	583	762	996	256
Other Sydney regions	772	911	979	1,069	1,118	1,393	1,586	2,226	501
Newcastle	270	320	299	307	332	356	359	446	111
Outer Metropolitan	51	95	107	95	79	112	122	189	55
Wollongong	62	92	103	89	118	112	117	164	36
Country	584	650	748	729	761	738	789	1,020	228
Other	118	150	136	150	159	182	242	277	82
Total	3,132	3,738	4,116	4,302	4,712	5,522	6,673	9,108	2,101

* Only contains the YTD position i.e. the single quarter Q1 2016

The graph below highlights trends by region (based on the numbers above).



Question 13

The Hon. TREVOR KHAN: In terms of the year, are you able to give the 2016 figures to date?

Mr NICHOLLS: We have initial claims figures for 2016 but I will need to consider how robust they are because they are for the year.

Response

The table below shows claims notifications by month from September 2013 to May 2016.

² Years are shown in calendar years. The 'other' category represents claims where the region information has not been recorded.

Total notifications report				
Snapshot date	Total notifications (full claims and ANFs)	New notifications reported in period	Rolling 12 month average notifications reported in period	Rolling 3 month average notifications reported in period
2013_09	175,438			
2013_10	176,661	1,223		
2013_11	177,893	1,232		
2013_12	178,951	1,058		1,171.0
2014_01	179,935	984		1,091.3
2014_02	181,103	1,168		1,070.0
2014_03	182,255	1,152		1,101.3
2014_04	183,561	1,306		1,208.7
2014_05	184,930	1,369		1,275.7
2014_06	186,203	1,273		1,316.0
2014_07	187,521	1,318		1,320.0
2014_08	188,820	1,299		1,296.7
2014_09	190,182	1,362	1,228.7	1,326.3
2014_10	191,492	1,310	1,235.9	1,323.7
2014_11	192,659	1,167	1,230.5	1,279.7
2014_12	193,956	1,297	1,250.4	1,258.0
2015_01	194,970	1,014	1,252.9	1,159.3
2015_02	196,259	1,289	1,263.0	1,200.0
2015_03	197,753	1,494	1,291.5	1,265.7
2015_04	199,129	1,376	1,297.3	1,386.3
2015_05	200,607	1,478	1,306.4	1,449.3
2015_06	202,025	1,418	1,318.5	1,424.0
2015_07	203,632	1,607	1,342.6	1,501.0
2015_08	205,073	1,441	1,354.4	1,488.7
2015_09	206,580	1,507	1,366.5	1,518.3
2015_10	208,143	1,563	1,387.6	1,503.7
2015_11	209,609	1,466	1,412.5	1,512.0
2015_12	211,186	1,577	1,435.8	1,535.3
2016_01	212,209	1,023	1,436.6	1,355.3
2016_02	213,817	1,608	1,463.2	1,402.7
2016_03	215,323	1,506	1,464.2	1,379.0
2016_04	216,895	1,572	1,480.5	1,562.0
2016_05	218,559	1,664	1,496.0	1,580.7

Question 14

Mr DAVID SHOEBRIDGE: Can you give us your estimate of what the reforms to date will do in terms of that trend of the upward curve, which is what you are really seeing in some of these graphs because you would not be expecting as a result of your successful implementation of recommendations that upward trend to occur, I assume?

Mr LEAN: We can certainly take that on notice and have a look at it.

Response

SIRA would expect that if fraudulent and exaggerated claims can be brought under control, the rate of claims would be similar to the casualty rates for people injured on the road.

Question 15

Mr LEAN: I think, though, the point we need to make about this is that not all of this is attributable to fraud. Also probably underlying this is a general increase in the number of claims being made. That is not necessarily a bad thing but that is part of the reason why the Government has kicked off the broader reform process to look at these other issues in the scheme because it is having an impact on affordability as well.

Mr DAVID SHOEBRIDGE: Can you give us a numerical breakdown of those other drivers?

Mr LEAN: To the extent that we have it we will look at giving it to you.

Response

Other drivers of reform include:

- The efficiency of the scheme, which is currently estimated at 45 cents (excluding the Lifetime Care and Support scheme and GST) being returned to injured people for each premium dollar and less than 50% of this claims cost going to seriously injured claimants (down from 63% in 2001).
- The delay in benefits being delivered to injured people with only 6% of benefits paid in year 1 and a further 16% paid in year 2 (with the total of 22% of scheme benefits paid by year 2).
- Since March 2008 there has been a clear upward trend in the number of claims reported, from 2,327 in March 2008 to 4,490 in December 2015, a growth rate of 1.6% per quarter or 6.6% per year.

Question 16

The Hon. TREVOR KHAN: Also on page 17 you are involved in making essentially a comparison of south-western Sydney with the rest of New South Wales with regards to essentially who the claimants are. That is what I understand that to be, is that right?

Mr NICHOLLS: Yes, that is right.

The Hon. TREVOR KHAN: I find it a bit difficult to look at a bar graph or whatever they are called?

Mr NICHOLLS: A column.

The Hon. TREVOR KHAN: It is a long time since I was at school. Are you able to give that in another way that is easier for me to understand?

Mr NICHOLLS: Sure; certainly.

Mr DAVID SHOEBRIDGE: Easier than a bar graph?

Mr NICHOLLS: I think what you are asking is that you would like a numeric breakdown?

The Hon. TREVOR KHAN: Yes?

Mr NICHOLLS: Yes, I am happy to provide that.

Response

The numeric version of the graph is shown in the table below, along with the further split of the rest of the NSW region.³ These injuries are more likely to be soft tissue injuries (not including fractures) e.g. stiffness, bruising, minor whiplash, and concussion without loss of consciousness. These claimants tend to not be referred for any further follow-up or the condition remains unconfirmed by a medical practitioner and the symptoms disappear after a few days.

Number of Reported Claims with 'Injuries- Not Further Specified' by Reporting Calendar Year

Claims with 'Injuries- Not Further Specified'			2012	2013	2014
South West Sydney	South West Sydney	Adult	1077	1224	1546
		Children	86	136	182
	South West Sydney Total		1,163	1,360	1,728
Rest of NSW	North & East Sydney	Adult	447	495	592
		Children	35	26	40
	Other Sydney regions	Adult	863	957	1107
		Children	69	68	116
	Newcastle	Adult	282	297	278
		Children	16	32	28
	Outer Metropolitan	Adult	76	80	87
		Children	9	9	11
	Wollongong	Adult	81	64	92
		Children	7	6	8
	Country	Adult	597	582	595
		Children	60	65	67
	Other	Adult	150	162	187
		Children	7	7	10
Rest of NSW Total			2,699	2,850	3,218

Question 17

The Hon. TREVOR KHAN: Also, you give a figure for the rest of New South Wales. Are you able to provide figures that relate to the Sydney metropolitan area and perhaps the five regions?

Mr NICHOLLS: Yes.

Response

See the response to Question 16, above.

³ The 'other' category represents claims where the region information has not been recorded. These have been assumed to be part of the 'Rest of NSW' region.

Question 18

The Hon. TREVOR KHAN: And also with regards country New South Wales so we can see if there is anything going on there?

Mr NICHOLLS: Yes, I am very happy to provide that.

Response

See the response to Question 16, above.

Question 19

The Hon. TREVOR KHAN: And if there is any trend data—again I confess I have only looked at this today—that demonstrate there has been a change in that mix of claimants in whatever form is reasonably available, I would appreciate that to again get some material that underpins a lot of the oral evidence that has been given to date with regard to what is going on?

Mr NICHOLLS: Yes.

Mr LEAN: We will certainly provide that.

Response

See the response to Question 16, above.

Question 20

The CHAIR: It was remiss of us not to ask you to respond to the Motorcycle Council's submission earlier today. You might want to take this on notice; you have probably read the submission that has been made. I think it is a perennial submission, am I right in saying that.

Mr DAVID SHOEBRIDGE: It is. I have the list of what they want. This is what they say they have repeatedly asked for and never got, and they have said it pretty much every year. They want to know the total premiums paid into the scheme by motorcyclists and the compensation paid out of the scheme to motorcyclists; they want to know what the insurers' profits on the motorcycle portion of the scheme are; they want to know what the efficiency of the motorcycle portion of the scheme is and they were hoping for some supporting documentation to test the figures. They said that they had been asking for this repeatedly and have not got it. I am not suggesting that you have it all to hand.

The CHAIR: They also raised the complexity of the different types of categories compared to Victoria.

Mr LEAN: I certainly wrote to the Motorcycle Council earlier this week because we were aware that they had raised a similar concern in another forum. We believe that we have provided most of the data that they want so I have offered to meet with them to sit down to work out exactly where the gap is from their perspective.

Mr DAVID SHOEBRIDGE: You can consider all those questions having been asked on notice and we will provide it to the Motorcycle Council of New South Wales when you give it to us so there is no ambiguity about it.

Mr NICHOLLS: We can check other documents. I have brought today some of the documents that we provided to the Motorcycle Council previously. I am happy to table them and you can look at them at your leisure but if we can also take it on notice because there may be other information we can provide.

Mr DAVID SHOEBRIDGE: Why don't you do it in one go? Take it on notice and give it to us in a coherent way?

Mr NICHOLLS: Certainly. Following the last hearings we provided some substantial spreadsheets and we are very happy to provide that to you.

Response

The former Motor Accidents Authority, now SIRA, has been working in partnership with the Motorcycle Council of NSW for many years, notably since the formation of the MCC/ MAA Working Party. The focus of the Working Party, which met between 2010 and 2014, was to address issues relating to motorcycle pricing/ relativities and to develop road safety research and education campaigns aimed at reducing accidents involving motorcycles.

A large number of documents and information was provided to the Motorcycle Council of NSW via meetings of the Working Party. Copies of the Agendas and Minutes from the MAA/ MCC Working Party from 2010 to 2014 are attached at Attachment 3. Additional documents and information provided to the Motorcycle Council of NSW outside of these meetings is also attached at Attachment 3.

SIRA is committed to continuing its positive working relationship with the MCC for the benefit of the riding community of NSW. To this end, the Chief Executive of SIRA recently wrote to and met with the Chairman of the Motorcycle Council of NSW regarding the availability of data and providing copies of some of the information previously provided.

Question 21

Mr NICHOLLS: These may not answer all the queries you have raised but if I can start with where pedestrians are injured by bicycles, you will appreciate that at the moment, because bicycles are not in the scheme, we have had to estimate the impact based on hospitalisations and other data. We do not actually have claims data but our actuaries estimated that of serious injuries involving a pedestrian in the period 2005 to 2013, which is the most recent data we have got, there were 123 serious injuries involving a pedestrian injured by a bicycle. Of those, seven were what you might regard as a decamping by the bicyclist, effectively a hit-and-run. If you converted that in terms of pedestrian injuries in the scheme at the moment, that is probably about 1.2 per cent, the equivalent of all pedestrian injuries that currently are in the system. In terms of claims by people who are on bicycles who are injured by other vehicles, it is averaging at around 350 claims per annum where a bicyclist or a cyclist has been hit by a car or some other vehicle on the road. The other figure that I have at hand is that using the same analysis of pedestrians injured by bicycles, in that same period 2005 to 2013 there were about 350 serious injuries where a bicycle rider injured another bicycle rider. For context, this analysis was undertaken—

Mr DAVID SHOEBRIDGE: How many was that last count?

Mr NICHOLLS: It was 350—I beg your pardon; 446 claims in the period 2005-2013 by a bicycle hitting another bicycle and 350 per annum where it is a vehicle hitting a bicyclist.

Mr DAVID SHOEBRIDGE: So about 15 pedestrians and about 20 or 30—

Mr NICHOLLS: Per annum.

Mr DAVID SHOEBRIDGE: —cyclists on cyclists; it is tiny; it is a flea bite?

Mr NICHOLLS: It is a relatively small number; it is a small number, yes.

The CHAIR: It is indeed. So it is 446 between 2005-13 for serious injuries bicycle to bicycle?

Mr NICHOLLS: Yes.

The CHAIR: That probably includes pelotons and things like that, I imagine?

Mr NICHOLLS: I imagine.

The CHAIR: Where there is more risk. And 350 per annum is pedestrians with cars?

Mr NICHOLLS: No, that is cycle riders injured by cars. I do not have with me pedestrians injured by cars. I will take that on notice.

Mr DAVID SHOEBRIDGE: You said the number was about 1 per cent?

Mr NICHOLLS: Yes, they are less severe, 1.2 per cent of all pedestrian injuries.

The CHAIR: I would like that figure.

Response

People admitted to hospital have been classified as serious injuries for pedestrian casualties as a result of an at-fault cyclist. Under this definition of serious injuries, the number of serious injuries involving a pedestrian injured by a bicycle as a proportion of pedestrian claims currently in the scheme (resulting from at-fault motorists) is 1.9%. This figure has been derived using CrashLink and Health data, as well as the CTP Personal Injury Register (PIR).

Estimated Pedestrian claims for years 2006 to 2013

Severity	Pedestrian Claims in CTP Scheme	Collision with at-fault cyclist	Hospitalisations from at-fault cyclists as Proportion of Current Scheme Pedestrian Claims
Fatality	272		
Hospitalised	4,207	159	
Not-hospitalised	4,013	49	
Total	8,492	208	
	CTP Claims	Hospitalisations	
Ratio Calculation	8,492	159	1.9%

Question 22

Mr DAVID SHOEBRIDGE: Could you provide the comparison with motor vehicles and the comparison of severity of injury?

Mr NICHOLLS: To the extent that we have that, I am happy to take that on notice. I am happy to provide you with the papers that we provided to the working party.

Response

A presentation by the Scheme Actuary, Ernst & Young, for the SIRA NSW CTP Bicycle Working Party (September 2015) is attached (refer Attachment 4).

The split of casualties into the severity groupings has been determined based on Health data for pedestrian casualties where the cyclist is at-fault. The hospitalised claims for the pedestrian casualties caused by an at-fault cyclist can be further broken out into more granular severity grouping using this approach and the resulting split is shown below.

Pedestrian casualties from at fault cyclists for years 2006 to 2013

	Casualties	Proportions of hospitalised
Fatality	0	
Hospitalised	159	
Serious Injury - Maximum severity	9	5%
Serious Injury - High severity	24	15%
Serious Injury - Moderate severity	28	17%
Serious Injury - Minimum severity	7	4%
Moderate Injury	92	58%
Not-hospitalised	49	
Total	208	

The hospitalised claims for claims currently in the scheme resulting from a pedestrian claim can also be further split into more granular severity groupings and the resulting table for these claims is shown below. These severity labels are based on the PIR data do not (and are not intended to) align with the severity categories used for pedestrian casualties resulting from at-fault cyclists shown above.

Pedestrian claims from at fault motor vehicles for years 2006 to 2013

	Casualties	Proportions of hospitalised
Fatality	272	
Hospitalised	4,207	
Serious Severity	1,221	29%
Moderate Severity	1,603	38%
Minor Severity Represented	927	22%
Minor Severity Non Represented	180	4%
ANF	276	7%
Not-hospitalised	4,013	
Total	8,492	

Comparing the two tables, in general, pedestrian casualties resulting from at-fault motor vehicles are of greater severity than those involving at-fault cyclists (as would be expected in comparing the relative masses of the colliding parties).

It can be inferred that even though the number of hospitalisations from pedestrians injured by at-fault cyclist is 1.9% of pedestrian claims currently in the scheme, the cost to the current scheme of including this coverage would be significantly lower and may even be less than 1%.

Question 23

The Hon. LYNDIA VOLTZ: How many people are employed on the fraud hotline?

Mr NICHOLLS: The fraud hotline is contracted out through the insurance council. They provide a broader service across all fraud and I would have to take that on notice.

Response

It is understood that at any one time, there are two people servicing the fraud hotline - a fraud analyst and a special risks manager. There are three other staff members who are able to manage any overflow if required.

Question 24

Mr DAVID SHOEBRIDGE: There was a regulation passed, on your, which dealt with some element of farming claims, is that right? Can you provide us with a copy of that reference to what that regulation is and your advice as to whether it has been effective or could be improved?

Mr LEAN: Certainly.

Response

The *Motor Accidents Compensation Regulation 2015* commenced on 1 April 2015. Among other things, the Regulation bans any referral fees to or from legal practitioners or close associates of the legal practitioner in motor accident matters. 'Close associate' means an employee of the legal practitioner, a partner of the legal practitioner, an employee or agent of the legal practitioner or a family member of the legal practitioner. A legal practitioner is taken to have given or received consideration if a close associate of the legal practitioner gives or receives consideration.

The new provision of the Regulation forms an integral part of a broader strategy involving a number of investigative agencies including the Office of the Legal Services Commissioner, NSW Police and NSW Fair Trading to tackle the practice of claims farming and contribute to the overall objective of reducing levels of fraud. The Regulation establishes clear professional standards against which legal service providers will be held to account. It provides a strong deterrent message as well as the basis for action to be taken against solicitors who engage in inappropriate behaviours.

Question 25

Mr DAVID SHOEBRIDGE: And respond to whether you would, as an organisation, have the capacity to undertake audits and pull together the briefs to get the prosecution if the law goes in that direction?

Mr NICHOLLS: We will take that on notice.

Response

The proposed reforms announced by the NSW Government on 29 June 2016 will provide SIRA with the necessary capacity to undertake its enhanced role in relation to investigations and prosecutions. The NSW Government has provided additional funding of \$1.2m in the State budget this year to support expanded resources and data to support this new role.

Profit Report Recommendations

Summary

21 Recommendations all addressed and captured under five status rankings:

- Currently being investigated / considered within Premium System Review – 1, 2, 8, 17, 19, 20
- Being incorporated into new Premium scheme design – 4, 13
- Legislative change required – 5, 11
- Introduced / Commencing 2016 – 3, 6, 7, 9, 10, 12, 14, 15, 16, 18
- Accepted & to be undertaken 3 years post PDG changes - 21

#	In Full	Description	Current Status
1	Introduce free rating for the majority of risks	Unrestricted rating of risks	Currently being investigated/considered within Premium System Review
2	Pool the most underfunded policies, say 10% of risks. This is allowable under Section 29 of the <i>Motor Accidents Compensation Act 1999</i>	Pool of high risk policies	Currently being investigated/considered within Premium System Review
3	Review the current Schedule of Premium Relativities to include other rating factors which are consistent with the objectives of the Scheme.	Review Premium Relativities	Introduced as part of Fleet change (rec 7) and will be incorporated into new Premium scheme design.
4	The Government should review the causes of superimposed inflation and consider measures to address this source of uncertainty, with the aim of helping to close the gap between filed and ultimate profits.	Review causes of superimposed inflation	Being incorporated into new scheme design currently under development

Profit Report Recommendations

#	In Full	Description	Current Status
5	Abolish the current legislative limit on commissions as a share of acquisition costs, as it discriminates among acquisition channels, and consider introducing a cap on all acquisition costs	Abolish limits on Commissions	Accepted. Legislative change required. To be included in Reform – 2 nd half 2016
6	Require insurers to report to the MAA all costs of intermediation.	Insurers report on all payments to Intermediaries	Accepted & underway. Letter sent to Insurers responses due June/July 2016
7	Remove pricing restrictions on fleet vehicles	Remove pricing restrictions on commercial vehicles	Introduced 1 Feb 2016. 40% discount for large fleets. Also included in Premium Review to further enhance rating.
8	Consider removing pricing restrictions on commercial vehicles	Consider removing pricing restrictions on commercial vehicles	Currently being investigated/considered within Premium System Review
9	Require CTP insurers to prepare and submit annually to the MAA a retrospective analysis of their profit margins over time, to compare realised profits with premium filings and business plans lodged in prior years.	Insurers to submit annually analysis of retrospective profits	Accepted. Intro change 2 nd half 2016 with revised PDG. Insurers will be required to submit retrospectively for June 2016 and then annually.
10	Require CTP insurers to include a standard sensitivity analysis of the key assumptions in their premium filings.	Insurers to include sensitivity analysis of filing assumptions	Implemented for new filings with premiums effective 1 July 2016 – Premium Determination Guidelines and related Practice Note amended. Approved by SIRA Board May 2016
11	Abolish the Fully Funded Premium test.	Abolish Fully Funded Test	Accepted. Legislative change required. To be included in Reform – 2 nd half 2016

Profit Report Recommendations

#	In Full	Description	Current Status
12	Abolish the role of the Certifying Actuary, which certifies that proposed premiums satisfy the Fully Funded Premium test.	Abolish the Role of Certifying Actuary	Implemented for new filings with premiums effective 1 July 2016 – Premium Determination Guidelines and related Practice Note amended. Approved by SIRA Board May 2016
13	The MAA should, upon advice from the Scheme Actuary, work with insurers in closing the gap between filed and ultimate profits.	SIRA and insurers work to close the gap between filed and ultimate profits	Being incorporated into new scheme design currently under development
14	Require the senior management of insurers to have high level commercial discussions with the MAA about the appropriateness of premiums.	Require Insurer Management to take responsibility for excessive profits	Accepted. Currently meeting for pre-filing discussions. This will be enhanced when retrospective profit data is available (rec 9)
15	Modify the Premium Determination Guidelines (PDG) to require insurers to include in their CEO certificates a statement certifying that the premium filings are on a central estimate basis with no conservatism.	Filings to Include CEO statement that all assumptions are Central Estimate	Implemented for new filings with premiums effective 1 July 2016 – Premium Determination Guidelines and related Practice Note amended. Approved by SIRA Board May 2016
16	Require the MAA to continue to monitor the impacts of the new PDG because an assessment of their effectiveness will take time.	SIRA to monitor impact of changes to PDGs	Accepted. Ongoing
17	The MAA, assisted by the Scheme Actuary, should develop a robust benchmark for a reasonable profit margin, which reflects the return required by providers of capital. This would involve the MAA requesting public submissions on the appropriate level of return on capital for CTP insurers to be	SIRA to develop benchmark of a reasonable Profit Margin	Being considered in development of new scheme design

Profit Report Recommendations

#	In Full	Description	Current Status
	used as the basis for determining a reasonable profit margin.		
18	Given the other recommendations are designed to narrow the gap between filed and ultimate profits the MAA should adopt, as an interim measure, a profit margin benchmark for CTP premiums of 12%, which is broadly equivalent to a target post-tax return on capital of 15%.	As an interim measure Profit Margin should be targeted to deliver 15% ROC	Current practices incorporate notional benchmark in pre-filing discussions.
19	The MAA should calculate a standardised internal rate of return (IRR) for each insurer based on standardised assumptions for (i) capital allocation and (ii) investment returns in order to assess premium filings. This would facilitate comparison of returns between insurers and against industry benchmarks in order to assess reasonableness.	SIRA should determine IRR for each insurer to assess filings	Being considered, aspects will be incorporated in development of new scheme design
20	The MAA role should be restructured to approve rather than reject insurers' premium filings. A power of approval is also in line with other regulated industries, and could lead to a more informed and consultative process.	SIRA's role should be to approve Filings not reject	Being considered in development of new scheme design
21	The MAA should undertake a subsequent review in three years' time to assess the impact of the new PDG and any of the Review reforms that are implemented.	Review of changes in three years' time	Accepted. PDGs are under constant review and will change as a result of the introduction of a new Premium System. A review of the PDGs would be conducted 2-3 years post introduction.

Mr Andrew Nicholls
Executive Director
Motor Accident Insurance Regulation
State Insurance Regulatory Authority
Level 25, 580 George Street
Sydney NSW 2000

16 June 2016

Impact of the 2014 Premium Determination Guidelines (PDGs) and changes in SIRA's approach to insurer premium filings

Dear Andrew,

We have been requested by the SIRA to comment on the impact on insurer premium (including the impact on insurer profit) arising from the 2014 Premium Determination Guidelines (PDGs) and the SIRA's change in approach to the assessment of insurer premium rate filings.

This letter sets out EY's perspective on how SIRA has changed the premium filing process and its resulting impact including:

- ▶ Background of the rate filing and assessment process
- ▶ Reasons for the necessary time lags before insurers' profits can be assessed
- ▶ Description of changes to the premium filing approach taken by SIRA, including the formal changes to PDGs and a timeline of relevant events from 2012 to 2016
- ▶ Impact on insurer premiums from SIRA's enhanced assessment approach using de-identified examples.

Executive summary

Broadly, EY's view is that without SIRA's new approach, insurer premiums would have increased more than they have since 2013. In addition, with SIRA's approach impacting individual insurers' premiums, there has been a flow on impact on other insurers as they position their premiums in the market in response. As such, it becomes difficult to distinguish between the impact of SIRA's approach versus competition between insurers. Also, it is recognised that it is not yet possible to quantify the impact on insurer profits for several more years due to the time lags associated with both the CTP premium system and payment of claims.

Changes in SIRA's approach started in 2012 when SIRA decided there was a need to review and refresh the premium filing process which has been in place for more than 20 years. The review was comprehensive and identified a number of concerns (see Appendix B for details). It resulted in SIRA implementing a new approach to premium filings from late 2012 and subsequently introducing new PDGs in mid-2014 which largely codified the changes introduced in late 2012.

Whilst we can identify several examples where SIRA's approach has had a direct impact on individual insurer's premiums, there are still significant challenges in evaluating the ultimate impact and robustness of the changes to the premium filing assessment process. This is due to:

- ▶ CTP being a "long tail" insurance class as it can take in excess of 10 years to pay all claims in respect of policies written in a given year. In addition as illustrated later in this letter, it takes three and half years from when PDGs are released until their impact on insurer profits can begin to be assessed. In other words, a full year's worth of premiums written under the 2014 PDGs can only be evaluated for the first time at the end of 2017. These long time lags create challenges in evaluating the impact of SIRA's changes to the assessment of insurer filings
- ▶ The CTP premium filing process being confidential and consequently there is no publicly available information on its workings which makes it difficult for external parties to assess the robustness and the adequacy of SIRA's revised assessment of insurer premium filings.

Given the confidentiality of the CTP premium process and as it is too early to properly assess the impact of SIRA's revised premium assessment process since late 2012 including changes to PDGs in mid-2014, we have set out a number of de-identified examples that illustrate the impact of the new approach. Specific illustrations of the impact and examples include:

- ▶ **Increased price competition between insurers.** For insurers that target the retail market for the 'CTP headline rate' (ie the class 1 metro maximum bonus premium for a driver between 30 and 54 years of age) the range between the dearest and cheapest rate was \$19 at December 2010 and \$21 at September 2011. This increased by a factor of between 2.5 and 3.5 to \$51 in February 2013 and \$69 at November 2014, and currently, the range is about \$50. A greater range in prices provides vehicle owners with more opportunities to obtain a lower premium. The relatively significant changes in insurer market shares since early 2013 relative to the past, especially for two insurers, is evidence of greater competition between insurers as the customers have moved towards cheaper insurers and away from more expensive insurers
- ▶ **Reduction in insurers superimposed inflation assumptions incorporated in premiums.** SIRA has guided insurers to reduce assumed levels of superimposed inflation from an industry average of nearly 3.5% pa incorporated into premiums during 2012 to the current industry average of 1.4%. The impact of this reduction in superimposed inflation assumptions on current premiums is about \$40 per policy
- ▶ **SIRA's more robust approach.** A significant change in approach by SIRA to insurer filings has kept premiums at a lower level than would have been otherwise. In one example, an insurer stated that SIRA would have previously approved the filing being submitted but instead SIRA advised that insurer to withdraw the filing otherwise it would be rejected
- ▶ **Changes to insurer's assumptions and premium filings being withdrawn.** As a result of feedback from SIRA, there have been a number of examples where insurers have either withdrawn filings for proposed increases or have reduced, sometimes significantly, their

proposed increase in premiums. Lower premiums have resulted from this process, where the impact has varied from small amounts (e.g. \$5) to over \$50

With the recent deterioration in claims experience (60% increase in claim numbers since early 2013 or by about 30% increase in claims costs if we take into account the lower size of the additional claims now being reported), average premiums to 1 February 2016 have only increased by 15% over the same period. Insurers have taken longer than EY and SIRA anticipated, to increase premiums to reflect the deterioration. The increase in premiums by insurers have also been lower than EY and SIRA anticipated, based on our analysis of industry claims experience. The increased price competition between insurers is one reason why insurers have delayed increasing premiums and why increases have been lower than anticipated.

It is clear from the examples in this letter, the change in approach by SIRA since late 2012 and including the 2014 PDGs, has slowed the rate of premium increase since 2013 (at least until recently as a result of a major increase in claim numbers).

Background to the filing and assessment process

Appendix A contains an extract of the relevant legislation in relation to CTP premiums. In summary the legislation:

- ▶ Requires insurers to file premiums they wish to charge with SIRA and provides SIRA with powers to reject insurer premiums based on certain criteria including compliance with the PDGs and the need for premiums to be fully funded and not excessive
- ▶ Provides SIRA with the powers to issue guidelines (ie PDGs) which set out the requirements of the insurer premium filings
- ▶ Sets out a dispute resolution process in the event that an insurer premium filing is rejected by SIRA.

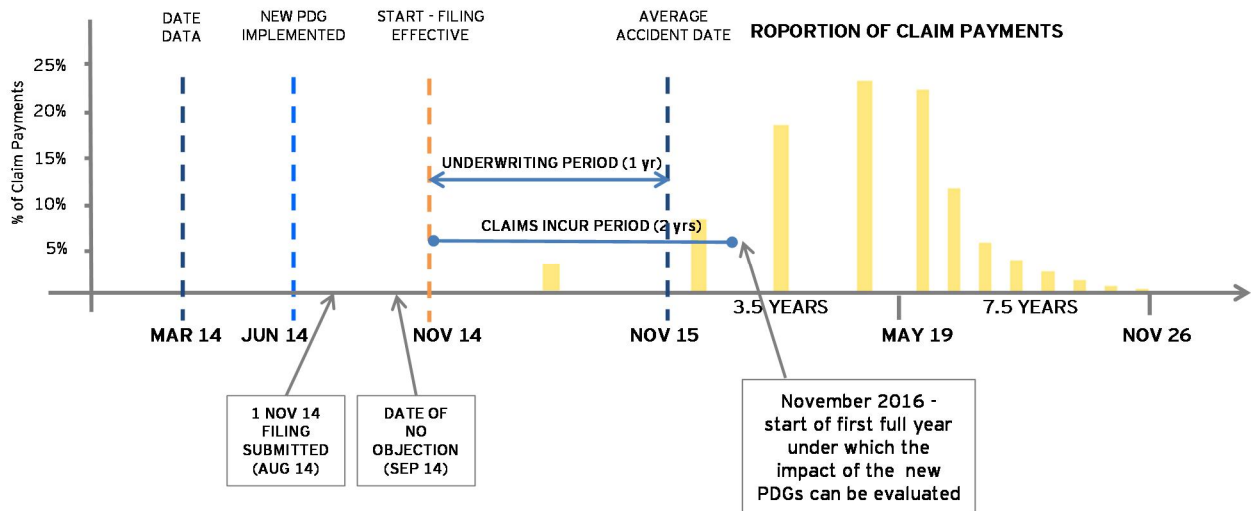
The premiums filed by insurers are prospective in that they apply to policies renewed at a future date and those premiums must be set at a level to cover the estimated cost of claims, insurer's expenses and a profit margin to obtain an adequate return on capital invested. A consequence of these requirements is that insurers are unable to recoup any past losses or take into account past profits above the filed profit margin, in filings that apply to future premiums.

Importantly SIRA does not have any power to dictate what assumptions insurers should adopt in their filings.

Time delays and uncertainty in projecting future claims experience

CTP is referred to as a "long tail" insurance class as it can take in excess of 10 years to pay all claims from policies written in a given year. In addition, the data underlying insurers' analyses for filings is typically about nine months before the effective start date of premiums. The impact of these time delays and the long tail nature of CTP is illustrated in the following figure.

Figure 1: Time delays for assessing impact of PDGs and insurer profits



Key observations:

- ▶ Claim payments need to be projected more than 12 years into the future which introduces significant uncertainty into any estimate of future claim costs. If the historical claims experience has been stable, insurers have more confidence about the future claims projections but if historically it has been volatile, as NSW CTP experience has been, then the level of uncertainty in the projections of claims costs is high
- ▶ Consequently the greater the historical volatility in claims experience, the wider the range within which premiums can be considered to be reasonable. This creates difficulties for SIRA in assessing insurer premium filings given the historical volatility in the NSW CTP claims experience (which is well illustrated currently with claim numbers having increased significantly over the last few years)
- ▶ Another consequence is that the full impact of the 2014 PDGs on insurer's profits:
 - ▶ Takes three and a half years to fully emerge from the time of the release of the PDG's. In other words, a full year's worth of premiums under the new PDGs from the mid 2014 will only be complete by the end of 2017
 - ▶ Can only be assessed with confidence from 2020 due to the long period over which claim payments are made. This is well illustrated by the historical change in the assessment of insurer's profits over time.

Hence these long time lags create challenges in evaluating the impact of SIRA's changes to the assessment of insurer filings.

Changes to SIRA's approach to the assessment of insurer filings

In 2012, SIRA decided there was a need to review and refresh the premium filing approach, which had been in place for more than 20 years. Appendix B sets out:

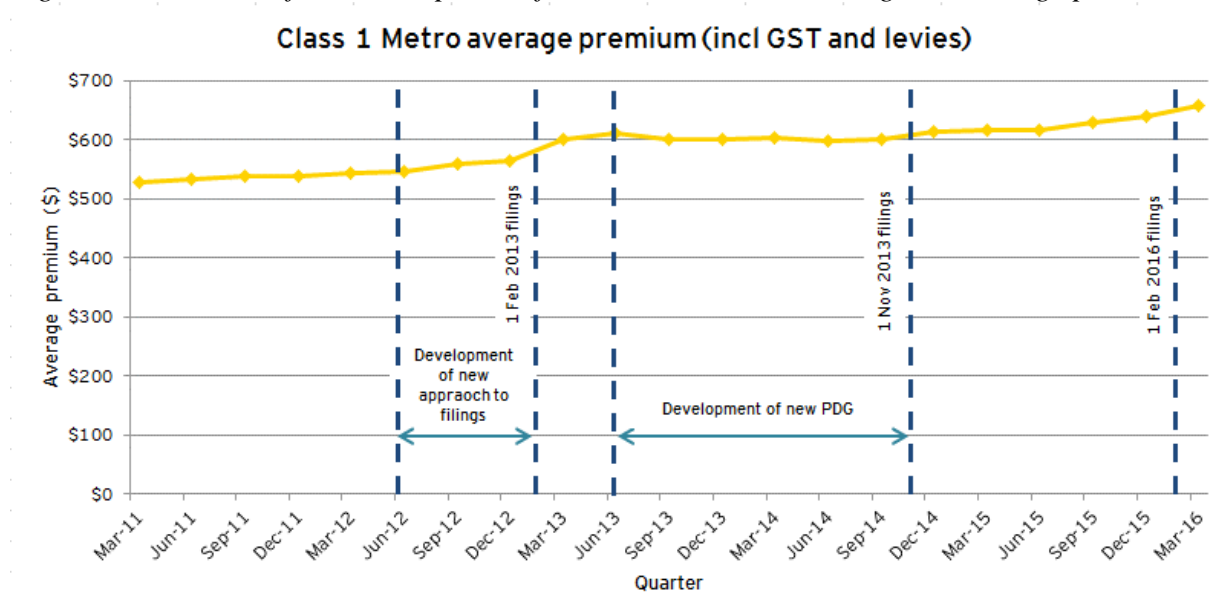
- ▶ Details of the review
- ▶ Concerns that SIRA had about the historical premium filing process which were documented in the Explanatory Note that accompanied the 2014 PDGs

As a result of the review, SIRA implemented a more robust premium filing and assessment process from the later part of 2012 which was applied to the February 2013 premium filings. SIRA set out the details of the additional requirement on insurers and the new approach and while not incorporated into PDGs, insurers generally complied with the more robust approach.

The 1 February 2013 premium filings by all insurers and subsequent filings in 2013 were used to test the new approach. During 2013 and into 2014, the new approach and requirements were further developed and ultimately codified in the PDGs which were released in mid-2014. The key changes to the PDGs in 2014 are noted in the accompanying Explanatory Note and these changes were made to address the above concerns.

The following chart sets out key dates of the changes in SIRA's approach to the assessment of insurer premium filings including the implementation of new PDGs in mid-2014.

Figure 2: Timetable of the development of the 2014 PDGs and changes in average premiums

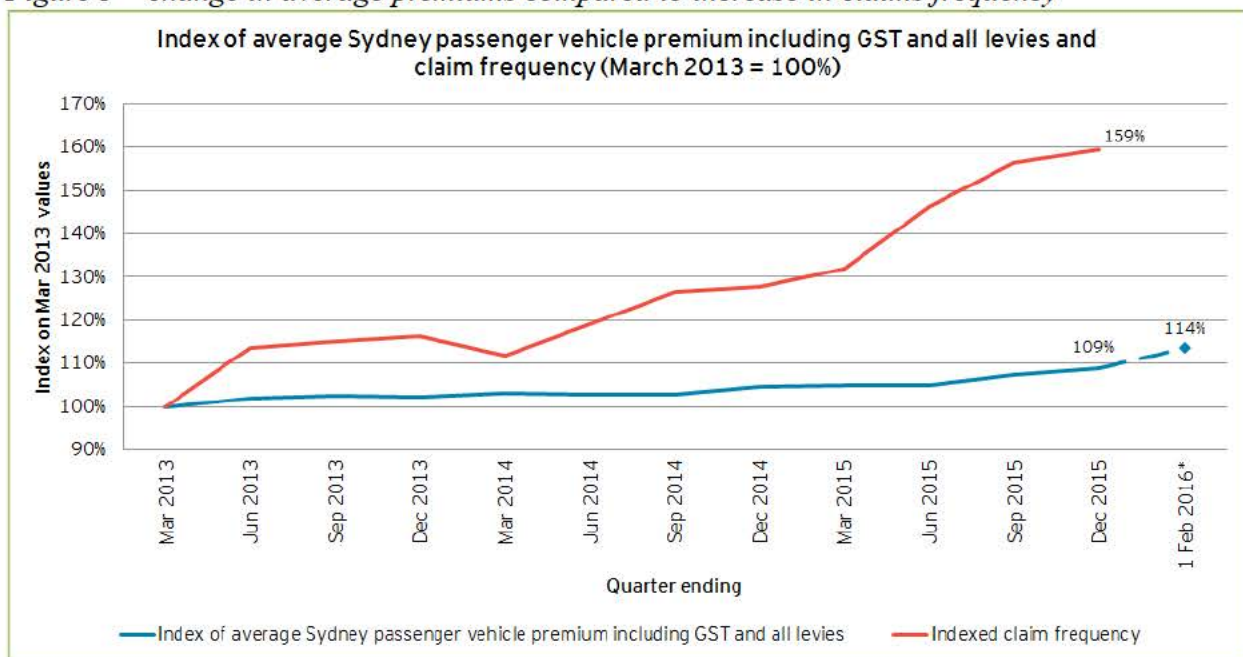


As explained in Figure 1 above, the insurer profit impact from the changes to the premium filing assessment process on the February 2013 filings will only be felt in full in the 2015/16 accident year of claims. Insurer profits for this year will be assessed in the second half of 2016 using scheme claims experience to 30 June 2016.

Similarly, any further impact from the 2014 PDGs from the November 2014 filings will only fully flow through into insurer profits in the 2017/18 accident year.

Relative to periods up to early 2013, Figure 2 shows that premiums were quite stable from early 2013 until quite recently when insurers commenced reflecting increased claims frequency in premiums. Figure 3 provides additional context about changes in premiums charged relative to the changes in scheme claims frequency.

Figure 3 – change in average premiums compared to increase in claims frequency



The above figure shows that while our estimate of claims frequency increased by about 60% since early 2013, average premiums to 1 February 2016 have only increased by 15% over the same period. However, it needs to be recognised that the analysis undertaken on the additional claims that are being reported suggest their average size is about half existing claims which means that the 60% increase in claims frequency translates to about a 30% increase in claims costs.

Despite the claims experience, insurers have taken longer than EY and SIRA anticipated, to increase premiums to reflect the increase in claims numbers. The increases in premiums by insurers have also been lower than EY and SIRA anticipated, based on analysis of industry claims experience. The increased price competition between insurers is one reason why insurers have delayed increasing premiums and to a lower extent than anticipated.

Impact on insurer premium filings and insurer profits

As noted above it is too early to properly evaluate the impact of SIRA's premium assessment process including changes since late 2012 and the new PDGs in mid-2014. Instead set out in the following table is a number of examples that illustrate the impact the new approach has had on reducing insurer premiums with a consequent impact on insurer profits.

It is clear from the examples below there has been a major change in the approach by SIRA to insurer's premium filings that has resulted in premiums increasing at a significantly lower amount than observed prior to 2012.

Change by SIRA	Purpose or issue being addressed	Evidence of impact (examples)
Presentation to insurers by the Scheme Actuary on scheme claims experience and guidance from SIRA on acceptable assumptions. This feature was introduced in late 2012 and is now conducted each quarter	Provides greater transparency to insurers of SIRA's view of what they consider acceptable assumptions in filings	<p>This change has been used by SIRA to guide insurers to reduce assumed levels of superimposed inflation from nearly 3.5%pa in premiums during 2012 to the current figure of 1.4%pa. The impact of this reduction in superimposed inflation assumptions on current premiums is about \$40per policy.</p> <p>The change has also been used by SIRA to guide insurers on acceptable increases in claim frequency.</p>
Introduction of pre-filing meetings. Two weeks before formally submitting a filing insurers are required to meet with SIRA and outline the premiums they propose to file and details of key assumptions	To enable SIRA to provide feedback to insurers of the acceptability of proposed premiums and assumptions	At the pre-filing meetings SIRA made a clear statement to some insurers that with their proposed assumptions, their filing will be rejected or that they run the risk that it will be rejected. In one example, the insurer's final premium was about \$50 lower than the insurer indicated at the pre-filing meeting
Increased scrutiny by SIRA on insurers to justify changes in filing assumptions, in particular to file claim assumptions at "central estimate"	Increased pressure on insurers to justify their assumptions in more detail.	One particular example relates to an insurer that filed rates that were much lower than other insurers, which was not where they wanted their premiums to be positioned in the market

Change by SIRA	Purpose or issue being addressed	Evidence of impact (examples)
		<p>During the subsequent year, the insurer submitted three filings which were all eventually withdrawn. SIRA made it clear that if they were to approve the filings it would result in the insurer making excess profits. The insurer could not provide the evidence to support an increase in its premiums rates and withdrew the filings rather than SIRA rejecting them.</p> <p>The filings provided by the insurer were in a form they previously provided to SIRA (i.e. prior to the changes in late 2012) and the insurer indicated that they could not understand why SIRA would not approve them.</p> <p>This example illustrates the significant change in approach by SIRA to insurer filings (i.e. in the insurer's view, the filing they submitted should have been acceptable to SIRA)</p> <p>In the meantime, other insurers commented that they were not changing their premiums until the insurer in question increased their premiums. As a consequence premiums remained stable for a longer period than would have otherwise been the case</p>

Change by SIRA	Purpose or issue being addressed	Evidence of impact (examples)
A focus on insurers that filed premiums with high expense allowances	Some insurers were identified as having very high expense assumptions relative to other insurers. SIRA engaged with those insurers and informed them their expenses were high and that SIRA found it difficult to accept them in filings	The insurers subsequently filed for lower expense assumptions. One insurer's premium reduced by about \$20
Continuous feedback to insurers on assumptions during the 6 week assessment period.	Provide feedback to insurers during the filing process on assumptions made where SIRA viewed the evidence as not supporting the assumptions.	Insurers revised assumptions in the 6 week assessment period on a number of occasions resulting in SIRA not objecting to the filed premiums. Lower premiums resulted from this process and the impact has varied from small amounts (e.g. \$5) to over \$50
New assessment approach that looked at each assumption in detail and highlights the premium dollar impact where there is potential for an alternative assumption, beyond assessing what is "not unreasonable"	Gives SIRA greater understanding of the materiality of any divergence in opinion and area for challenge and armed SIRA with much better information to challenge insurer assumptions in filings	
SIRA has held post filing meetings with many insurers to provide verbal and written feedback on their filing. This also includes meetings with some insurer CEOs	To put insurers on notice on matters where SIRA has concern from quality of evidence provided, assumptions, high expenses and other aspects, and which are expected to be addressed in future filings	Insurers have taken on the feedback and the issues raised have been addressed in subsequent filings with reduced premiums

A significant flow-on impact of the new approach by SIRA has been the emergence of greater price competition between insurers as evidenced by the range of premiums between insurers for the CTP ‘headline’ rate (i.e. the best rate offered for cars in Sydney for 30 to 54 year olds). For insurers that target the retail market the range between the dearest and cheapest rate was \$19 and \$21 in December 2010 and September 2011. This increased by a factor of between 2.5 and 3.5 to \$51 in February 2013 and \$69 at November 2014, and currently the range is about \$50.

A greater range in prices provides vehicle owners with more opportunities to obtain a lower premium and the relatively significant changes in insurer market shares since 2013 relative to the past, especially for two insurers, is evidence of greater competition between insurers.

It also highlights that it becomes difficult to distinguish between the impact of SIRA’s approach versus competition between insurers.

Reliance and limitations

There is considerable uncertainty in relation to all assumptions, and in particular, insurers’ pricing behaviour and the future development in claims frequency. Our assumptions are based on current available information and analysis of prior claims experience, which may not necessarily reflect future experience.

We have performed the analysis herein and prepared this letter in conformity with its intended utilisation by persons technically familiar with the areas addressed and for the stated purposes only. Judgements based on the data, methods and assumptions contained in the letter should be made only after studying the letter in its entirety, as conclusions reached by a review of a section or sections on an isolated basis may be incorrect. Members of EY staff are available to explain or amplify any matter presented herein.

Although we have prepared estimates in conformity with what we believe to be the likely future experience, the experience could vary considerably from the estimates. Deviations from the estimates are normal and are to be expected.

In accordance with normal professional practice, neither EY, nor any member or employee thereof undertakes responsibility in any way whatsoever to any person other than the SIRA in respect of this letter.

We disclaim all liability to any other party for all costs, loss, damage and liability that the other party may suffer or incur arising from or relating to or in any way connected with the contents of this letter, the provision of the letter to the other party or the reliance upon this letter by the other party without our prior written consent.

If you have any questions in regards to the content of this letter please do not hesitate to contact Peter McCarthy on _____ or Vivian Tse on _____.

Yours sincerely

Peter McCarthy
Partner

Vivian Tse
Director

Appendix A – Motor Accidents Compensation Act 1999 – Insurance premiums

24 Authority guidelines for the determination of premiums

(cf s 14A MAA)

- (1) The Authority may issue to licensed insurers guidelines for the determination of insurance premiums for third-party policies (***Motor Accidents Premiums Determination Guidelines***).
- (2) Motor Accidents Premiums Determination Guidelines may (without limiting the generality of subsection (1)):
 - (a) specify the manner in which premiums are to be determined and the factors to be taken into account in determining premiums, and
 - (b) require licensed insurers to specify how they have determined premiums, and
 - (c) specify the nature of the additional information and reports that the Authority may require licensed insurers to furnish with the premiums they file or to justify premiums they have filed (including with respect to estimated investment earnings, the verification of assumptions, estimated profit, capital allocation to third-party insurance business and other relevant matters).
- (3) The Authority may amend, revoke or replace Motor Accidents Premiums Determination Guidelines.
- (4) Motor Accidents Premiums Determination Guidelines may only be issued, amended, revoked or replaced with the approval of the Board of the Authority.
- (5) Motor Accidents Premiums Determination Guidelines may adopt the provisions of other publications, whether with or without modification or addition and whether in force at a particular time or from time to time.
- (6) It is a condition of a licence granted under Part 7.1 that the licensed insurer must comply with Motor Accidents Premiums Determination Guidelines.

25 Third-party premiums

(cf s 15 MAA)

- (1) A licensed insurer must not charge an insurance premium for a third-party policy, except in accordance with this Part.
- (2) The licensed insurer must file with the Authority a premium or set of premiums it proposes to charge.
- (3) The licensed insurer may charge a premium which has not, within 6 weeks after it is filed, been rejected by the Authority and, except as provided by section 27, must not charge any other premium.

26 Filing of full sets of premiums

(cf s 15A MAA)

- (1) A licensed insurer must, at least once each year or such longer period as the Authority may allow, file with the Authority a full set of the insurance premiums it proposes to charge for third-party policies which are taken to have been issued by it together with such additional information, including actuarial reports, as the Authority may reasonably require.

- (2) The Authority may, by notice in writing, require a licensed insurer to file a full set of premiums with it on or before such date as is specified in the notice, being a date which is not earlier than 4 weeks after the date of the notice together with such additional information, including actuarial reports, as the Authority may reasonably require.
- (3) It is a condition of a licence granted under Part 7.1 that the licensed insurer must comply with this section and any notice given to it under this section.

27 Rejection of premiums by Authority

(cf s 15B MAA)

- (1) The Authority may only reject an insurance premium filed with it under this Part if it is of the opinion that:
 - (a) the premium will not fully fund the present and likely future liability under this Act of the licensed insurer concerned, or
 - (b) the premium is, having regard to actuarial advice and to other relevant financial information available to the Authority, excessive, or
 - (c) the premium does not conform to Motor Accidents Premiums Determination Guidelines in force under this Part, or
 - (d) the premium has been determined in a manner that contravenes section 30 (Maximum commission payable to insurers' agents).
- (2) Written notice of the Authority's rejection of a premium, and the reasons for the rejection, must be given to the licensed insurer.
- (3) If the Authority rejects a premium of a licensed insurer, the licensed insurer may request the Authority to reconsider the rejection.
- (4) Pending its reconsideration, the Authority may request an actuary to determine a provisional premium.
- (5) A provisional premium so determined has effect, pending the Authority's reconsideration, as if it were an insurance premium which may lawfully be charged by the licensed insurer concerned.
- (6) If the Authority has not withdrawn its rejection of a premium within 4 weeks after a request to reconsider the rejection, the matter is to be arbitrated under this section. The following provisions have effect:
 - (a) The *Commercial Arbitration Act 2010* applies to an arbitration under this section, subject to this Act and the regulations. The Authority and the licensed insurer concerned may by agreement appoint a person to act as arbitrator in connection with the matter. Failing agreement within 7 days, paragraphs (b) and (c) apply.
 - (b) The Independent Pricing and Regulatory Tribunal (established by the *Independent Pricing and Regulatory Tribunal Act 1992*) may act as arbitrator to hear and determine such a matter.
 - (c) Alternatively, that Tribunal may appoint a person to act as arbitrator in connection with the matter. The person is to be appointed from a panel constituted by the Minister and consisting of persons who have appropriate knowledge and understanding of economics, general insurance and the interests of consumers.
 - (d) The regulations may make provision for or with respect to the arbitration of matters under this section.

- (7) The arbitrator may determine the premium that may be charged by the licensed insurer, being a premium that in the arbitrator's opinion is sufficient to fully fund the present and likely future liability of the licensed insurer under this Act.
- (8) For the purposes of this section, a premium will fully fund a liability referred to in this section if the premium is sufficient:
 - (a) to pay all acquisition and policy administration expenses of the licensed insurer concerned, and
 - (b) to provide a sum of money that together with anticipated investment income is equal to the best estimate of the cost of claims plus claim settlement expenses (in inflated dollars) at the assumed date of settlement, and
 - (c) to provide a profit margin in excess of all claims, costs and expenses that represents an adequate return on capital invested and compensation for the risk taken, and
 - (d) to provide for such other matters as a prudent insurer should, in all the circumstances, make provision for.

Appendix B - Changes to SIRA's approach to the assessment of insurer filings

In 2012 SIRA decided there was a need to review and refresh the premium filing approach, which has been in place for more than 20 years.

The review was comprehensive and included:

- ▶ A review of past premium filings for a number of insurers back to year 2000 and key aspects of their filings including:
- ▶ Evidence provided by insurers to support their assumptions and an assessment of whether the assumptions were central estimates or whether they included “buffers” or conservatism
- ▶ Hindsight assessment of key assumptions for individual insurers over time
- ▶ Comparison between insurers of key assumptions
- ▶ Comparison with insurers outstanding claims actuarial reserving basis
- ▶ An analysis of profits for each insurer since 2000
- ▶ An analysis of each insurer's expenses over time that were included in premium filings and a comparison between insurers
- ▶ The support provided by the Scheme Actuary to SIRA in assessing insurer premium filings including the criteria used to assess each insurers filed assumptions
- ▶ The process of engagement between insurers and SIRA in the premium filing assessment process including feedback provided to insurers on their premium filings
- ▶ SIRA's processes and steps in reviewing insurer premium filings including information provided to insurers on SIRA's view of the CTP scheme's claims experience and what were reasonable assumptions to adopt (this view was supported by the Scheme Actuary). The review also considered the extent to which SIRA challenged insurer assumptions.

The review identified a number of concerns that SIRA had about the historical premium filing process which were documented in the Explanatory Note that accompanied the 2014 PDGs and were stated as:

- ▶ Inadequate information in filings of the analysis of claims experience, past or projected, and changes in portfolio mix and hence explanation of assumptions adopted
- ▶ An unacceptable level of requests of insurers by the MAA for more information, partly as a result of insurers not providing all information that is requested in the PDG in their premium filings, causing time pressure on the review process
- ▶ Inadequate analysis provided to justify large changes in bonus/malus for targeted cohorts of policyholders
- ▶ Inconsistency in the disclosure of information in filings requested in the PDG and differences between insurers' interpretation of some requirements in the PDG
- ▶ The wide range of actuarially reasonable claim and other projection assumptions in light of the uncertainty associated with the cost of claims
- ▶ Significant differences in insurers' expenses and risk profiles reflected in large variations in profitability between insurers but not in premium differences
- ▶ With the increases in premiums over the last five years, thresholds in the PDG that have been set as a percentage of premiums now representing a larger amount when expressed in dollar terms

- ▶ Some insurers making additional changes to filed assumptions after the filing has been lodged, adding to the time pressure of the review process
- ▶ Inadequacy of the partial filing requirements in the PDG as well as inadequacy of the information supplied by insurers for an appropriate review by the MAA. This has resulted in the MAA having to make an unacceptable level of requests for additional information

Based on the outcome of the above review SIRA concluded that:

- ▶ A culture or understanding of how the approach operates from the perspective of the insurers and SIRA has developed over the previous 20 years
- ▶ A refresh of the filing process and the PDGs was needed to reset the requirements of the PDGs and clarify SIRA's expectations of insurers and their filings
- ▶ SIRA needed to revise its own internal processes of reviewing insurer's premium filings.

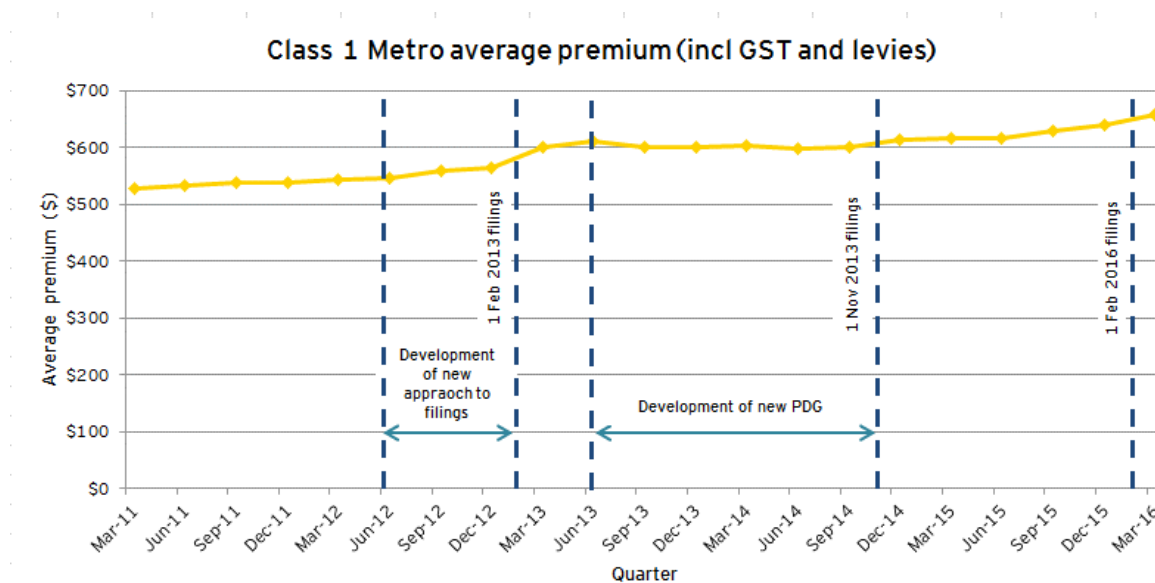
As a result of the review SIRA implemented a more robust premium filing and assessment process from the later part of 2012 which was applied to the February 2013 premium filings. SIRA set out the details of the additional requirement on insurers and the new approach and while not incorporated into PDGs, insurers generally complied with the more robust approach.

The 1 February 2013 premium filings by all insurers and subsequent filings in 2013 were used to test the new approach. During 2013 and into 2014 the new approach and requirements were further developed and were ultimately codified in the PDGs which were released in mid-2014.

The key changes to the PDGs in 2014 are noted in the accompanying Explanatory Note and these changes were made to address the above concerns.

The following chart sets out key dates of the changes in SIRA's approach to the assessment of insurer premium filings including the implementation of new PDGs in mid-2014.

Timetable of the development of the 2014 PDGs and changes in average premiums



As explained in the figure above the impact of the changes to the assessment of premium filings from the February 2013 filings will have only fully flowed through to impact insurer profits in the 2015/16 accident year of claims. Insurer profits for this year will be initially assessed in the second half of 2016 using scheme claims experience to 30 June 2016 and further assessments will occur each year before the assessment of insurer profits will have stabilised. Any further impact from the 2014 PDGs from the November 2014 filings will only fully flow through into insurer profits in the 2017/18 accident year.

INDEX

A. MAA/ MCC working party – Agendas and Minutes – 2010-2014

1. MAA/ MCC meeting - 3 August 2010
2. MAA/ MCC meeting – 7 September 2010
3. MAA/ MCC meeting – 25 October 2010
4. MAA/ MCC meeting – 8 December 2010
5. MAA/ MCC meeting – 7 March 2011
6. MAA/ MCC meeting – 24 May 2011
7. MAA/ MCC meeting – 29 August 2011
8. MAA/ MCC meeting – 14 November 2011
9. MAA/ MCC meeting – 27 February 2012
10. MAA/ MCC meeting – 18 June 2012
11. MAA/ MCC meeting – 27 August 2012
12. MAA/ MCC meeting – 10 December 2012
13. MAA/ MCC meeting – 4 March 2013
14. MAA/ MCC meeting – 17 June 2013
15. MAA/ MCC meeting – 2 September 2013
16. MAA/ MCC meeting – 2 December 2013
17. MAA/ MCC meeting – 3 December 2014

B. Additional documents provided to MCC as requested

18. Motorcycle premiums collected June 2007 – June 2010 (*provided 12/11/10*)
19. CTP comparative chart (*provided 14/4/2011*)
20. CTP claims by the role of the claimant (rider, pillion, other) October 1999 – December 2011 (*provided 23/3/12*)
21. Motorcycle policy data – 30/6/10 – 30/6/12 (*provided 28/8/12*)
22. Characteristics of at-fault motorcycles in crashes that occurred between October 2009 and September 2012, and that resulted in at least one CTP claim/ ANF (*provided 6/5/14*)
23. Number of claims, exposure and incurred cost by selected vehicle class, by region (*provided 18/12/14*)

A. MAA/MCC Working Party – Agendas and Minutes – 2010-2014

AGENDA

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

Tuesday 3 August 2010, 4:00PM
Board Room L25, 580 George Street, Sydney

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME FROM THE CHAIR Attendees / Apologies Update on Working Party activities	Andrew Nicholls	Noting
2	MOTORCYCLE RELATIVITIES a) Engagement of Finity b) Presentation from Finity consulting & MAA c) Insurance discussions d) Interstate e) Progress on items raised by MCC (profile of riders of 225cc machines, LAMS-based classification, Recreational registration, Single seat registration etc.)	Rob Colligan/ Andrew Nicholls	Discussion
3	PROJECTS a) Meetings with RTA b) Protective Clothing Committee c) WYLIWYG Trial d) Video Proposal e) Off-Road Vehicle Working Group f) Funding Allocation 2008: \$250,000 g) Proposed Ministerial Council h) Business Planning i) Road Safety Conference: Funding j) Motorcycle Traffic Count: Funding k) Motorcycle Training Proposal: Bombala Shire Council	Rob Colligan/ Andrew Nicholls	Discussion
8	OTHER BUSINESS		Noting
9	FUTURE MEETING SCHEDULE a) Meeting frequency b) Next meeting date		Discussion/ Noting

MINUTES OF THE MAA MCC WORKING PARTY

3 AUGUST 2010

Delegates present	Andrew Nicholls (Chair), Rob Colligan, Selena Thurbon, Brian Wood, Suzanne Lulham (LTCSA), Sue Freeman, David Baxter, John Ireland
Apologies	Nil
In attendance	Estelle Pearson, Finity Consulting
1. Welcome from the Chair	<p>Andrew Nicholls welcomed all delegates and thanked Estelle Pearson for her attendance. All attendees then introduced themselves.</p> <p>Update on Working Party activities</p> <p>Andrew acknowledged that the Working Party was a reactivation of that which existed in 2008-09, noting a partially new membership. Andrew considered that the reconvening of the Working Party was a new process but he recognised the past work of members and the information already collated. Andrew indicated that the set of previous Minutes was available to new Working Party members.</p> <p>In his role as Chair, Andrew said that he had identified two bodies of work for the Working Party, being the current issue of motorcycle relativities/pricing and that of projects and grants. Andrew added that the agenda had been organised to reflect this.</p> <p>Andrew also discussed the membership of a Lifetime Care and Support Authority representative on the Working Party. It was agreed that LTCSA membership should continue at this stage, given a range of common interests including the number of motorcyclist scheme participants.</p> <p>Action: John Ireland to forward past Minutes to Rob Colligan</p>
2. Motorcycle Relativities	<p>(a) Engagement of Finity</p> <p>Andrew Nicholls outlined Finity's role as an independent actuarial consultant, commissioned by the MAA & MAA Board since 1989. Andrew indicated that Finity had been engaged to assist the working party with advice or data analysis throughout this process.</p> <p>(b) Presentation by Finity Consulting & MAA</p> <p>Estelle Pearson gave a detailed presentation entitled "Motorcycle Relativities 2010-11", which covered the scheme's premium setting approach, MAA premium relativities generally and an analysis of motorcycle premium relativities.</p> <p>A range of issues was discussed during the course of the presentation. Rob Colligan raised the MCC's concerns about the transparency of the MCIS levy on Green Slips, to which Andrew Nicholls provided an update of the deliberations of the Motor Accident</p>

<p>2. Motorcycle Relativities (cont.)</p>	<p>Council, which is looking at this issue following a recommendation by the Law and Justice Committee. Andrew indicated that this would be further considered in the Working Party's activities.</p> <p>Suzanne Lulham provided a summary of the profile of motorcyclist Lifetime Care scheme participants and distributed statistical information of interest to Working Party members.</p> <p>The Working Party then discussed the concept of insurers' base premium' and the practice of variable pricing based on its claims experience.</p> <p>Estelle emphasised that the extension of benefits available to riders from April (ANF extension to \$5,000) had added to the cost of motorcycle Green Slips. Andrew added that the MCIS levy impact, medical inflation and an increase in the number of recent claims had also contributed to price changes.</p> <p>Estelle then outlined the measures analysed by Finity in 2008-09 in considering more appropriate risk classification for motorcycles. Estelle noted that consideration was given to the possibility of creating a classification for LAMS vehicles but a full analysis had not been made due to data constraints.</p> <p>Rob requested an analysis of vehicle class 10e claims data (301-725cc) with the exclusion of LAMS vehicles. Rob also requested an analysis of 600cc LAMS bikes compared to other 600cc bikes. Selena Thurbon requested an analysis of claims data for 225cc-300cc road bikes compared to 225cc-300cc dirt bikes.</p> <p>Estelle indicated that she would provide a data analysis based on possible configurations within the existing 10d and 10e vehicle classes.</p> <p>David Baxter requested assistance from MCC delegates in identifying high performance motorcycles from the list of motorcycles at-fault in crashes resulting in CTP claims between October 2005 and 2009, a copy of which was distributed at the meeting. This would assist in being able to identify the appropriate split of bikes between high performance and non-high performance being requested.</p> <p>Andrew reminded the Working Party of the potential for any new vehicle classifications to result in some people seeing premium increases and some decreases, and that this would need to be an important issue in further examining any alternative options.</p> <p>Action: MCC members to identify high performance vehicles from list and return to David Baxter.</p> <p>Estelle Pearson to provide a data analysis/breakdown of the existing 10d and 10e vehicles to Working Party members.</p> <p>(c) Insurance discussions</p> <p>Andrew Nicholls informed the Working Party that he had written to</p>
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2. Motorcycle Relativities (cont.)	<p>the CTP insurers to establish how they had calculated the bonus or malus for the new motorcycle relativity categories. While individual insurer responses would be commercial in confidence, in aggregate it would be possible to consider this issue at a later meeting.</p> <p>(d) Interstate</p> <p>David Baxter confirmed that the MAA had made preliminary contact with other CTP jurisdictions in Australia to obtain information relevant to off road recreational vehicles and/or single seat vehicle classification for registration and/or CTP purposes. David proposed providing a table at the next working party meeting.</p> <p>(e) Progress on items raised by MCC: profile of riders of 225cc bikes, LAMS-based classification, recreational registration, single seat registration.</p> <p>Refer (d). Andrew Nicholls confirmed that the MAA had commenced research on these issues and that updates will be provided at future meetings.</p>
3. Projects	<p>(a) Meetings with RTA</p> <p>Andrew Nicholls advised that the MAA Executive had met the RTA and raised the need for a consultative process which would include the Motorcycle Council of NSW. Andrew added that the MAA was seeking a Memorandum of Understanding with the Centre for Road Safety for a partnership/funding arrangement which would give priority to motorcycle, pedestrian and cyclist safety issues. Andrew confirmed that the next meeting with the RTA was scheduled in several weeks time and he anticipated the formation of a Steering Group. Andrew would report back at the next Working Party meeting.</p> <p>(b) Protective Clothing Committee</p> <p>Andrew Nicholls advised that this issue had been raised at the Heads of CTP meeting in Sydney in May and that nominations to join the Committee had been received from Victoria and Queensland.</p> <p>Rob Colligan raised the MCC's concerns about mandating the wearing of protective clothing, to which Andrew replied that the Committee would aim for better consumer information/manufacturing standards in the first instance. Andrew added that the Victorian membership of the Committee would bring expertise flowing from the TAC's work with Monash University in this field and that Queensland members would better understand the problems associated with the wearing of protective clothing in warmer climates. Andrew also noted that the Committee was not considering the issue of mandating protective clothing and that this is a matter for the RTA.</p> <p>(c) WYLIWYG trial</p> <p>Andrew Nicholls noted that the former Working Party Chair, now MAA General Manager, Carmel Donnelly, had had preliminary positive discussions with Dr Soames Job of the Centre for Road Safety.</p>

3. Projects (cont.)

Andrew advised that he would raise this issue with the RTA at the forthcoming meeting (3a refers).

(d) Video proposal

Rob Colligan confirmed that the video scripts were currently under development and that he would provide further updates as production progressed.

(e) Off-Road Vehicle Working Group

Rob Colligan advised the Working Party of the proposal by Motorcycle NSW for a dirt bike sub-committee of the MAA MCC Working Party. Andrew Nicholls noted that this issue falls within that of the registration of recreational vehicles and that he would raise it with the RTA at the forthcoming meeting (3a refers), as this is principally an RTA matter.

(f) Funding allocation 2008 (\$250,000)

Andrew Nicholls confirmed that Sue Freeman had provided Rob Colligan with updated details of the funding allocation out-of-session and he suggested that a budget status report could be provided at each Working Party meeting if necessary.

(g) Proposed Ministerial Council

Rob Colligan advised that the MCC was investigating the development of a Ministerial Advisory Council, reporting to the Minister for Roads, in order to advance public policy issues for motorcyclists. Rob indicated that the MCC was interested in securing \$50,000 from the 2008 funding allocation, to develop the funding model and business plan of the Council. Rob emphasised that it was intended that the MCC would remain the lobby group for motorcyclists whereas the Council's role would be advisory. Andrew Nicholls commented that the proposal would need the support of the RTA, noting that the MAA would likely be a junior partner in such an initiative, especially as the MAA is under the jurisdiction of the Minister for Finance. Andrew indicated that a funding proposal to the MAA could be considered subject to further out-of-session discussion, compliance and probity issues as well as meetings with Dr Soames Job and other representatives from the RTA (3a refers).

(h) Business Planning Refer (g)**(i) Road Safety Conference: Funding**

Andrew Nicholls confirmed that Sue Freeman and Rob Colligan had finalised the funding arrangements for attendance at the Canberra conference, out-of-session.

(j) Motorcycle Traffic Count: Funding

Rob Colligan discussed the possibility of funding of approximately

	<p>\$3,000 to test whether a new portable automatic vehicle counter could differentiate motorcycles from cars, according to wheel base. Andrew Nicholls invited Rob to forward a proposal about which the MAA could discuss with the RTA, noting that this is essentially a matter for the RTA</p> <p>(k) Motorcycle Training Proposal: Bombala Shire Council</p> <p>Rob Colligan outlined a proposal in which Bombala Shire Council would offer training for motorcycle learners and return riders which would cover both sealed and dirt road conditions. Andrew Nicholls invited Rob to forward a formal proposal to the MAA, but that RTA support would be required</p>
4. Other Business	<p>Riding Event: Eastern Creek Raceway October 30</p> <p>Rob Colligan outlined the background leading to a riding event at Eastern Creek in October, to coincide with Motorcycle Awareness Week. Rob noted that \$10,000 in advertising costs was required to promote the event and queried whether a request from the 2008 funding allocation was appropriate. Andrew Nicholls invited Rob to forward a proposal, which may need to be referred to the Centre for Road Safety given the 'marketing' nature of the funding request as this is not MAA core business and MAA is not the lead agency.</p> <p>Staysafe</p> <p>Andrew Nicholls advised that the MAA was preparing a submission to the Parliamentary Joint Standing Committee on Road Safety's inquiry into Vulnerable Road Users. Andrew advised that the MAA would share a copy of its report to the MCC, noting the relevance of the data contained in the submission. Rob Colligan confirmed that the MCC was also preparing a submission to the inquiry which would be shared with the MAA.</p>
5. Future Meeting Schedule	<p>(a) Meeting frequency/time</p> <p>Rob Colligan and Andrew Nicholls confirmed that meetings should progress on a monthly basis until the current relativity and pricing issues are resolved, after which quarterly meetings could be scheduled.</p> <p>(b) Next meeting date</p> <p>Tuesday September 7, 2010 Board Room, Level 25, 580 George Street, Sydney 3pm (Projects) 4pm (Relativities)</p>



Motorcycle Relativities 2010/2011

Discussion with Motorcycle Council & MAA
3 August 2010

Estelle Pearson

Outline

- Premium setting approach
- MAA premium relativities
- Motorcycle premium relativities



Premium setting approach



- Insurers file premium rates at least annually with the MAA
- Total premiums collected intended to equal insurer's claims cost + expenses + reasonable profit
- Premium charged to an individual customer =
 - Insurer's base premium, multiplied by
 - MAA premium relativity, multiplied by
 - Insurer determined risk-based discount/loading (minus 15% to plus 35%)
- Levies on top of premium =
 - MAA levy (same % for all vehicles)
 - Lifetime care and support levy (% varies by type of vehicle)

MAA premium relativities - approach



- Analysis of premium relativities undertaken by Finity on behalf of MAA on an annual basis
- Work undertaken in October – December for relativities to apply from the following July
- Draft analysis presented to MAA and insurers for comment and this may lead to adjustments to initial recommendations
- MAA make recommendations on premium relativities to MAA Board based on Finity advice

MAA premium relativities - approach



- Premium relativities represent the claims cost of a particular vehicle category relative to a Metro Class 1 vehicle
- Metro Class 1 = 100
- For a vehicle category calculate the historical relativity as –
 - (Claims cost/No. vehicles) divided by
 - (Claims cost MC1/No. vehicles MC1)
- Look at long term averages and trends
- Aim is for each MAA vehicle class to meet its own claims cost, i.e. no cross subsidies between classes, noting that experience can be very variable

MAA premium relativities - approach



- Premium relativity groups originally determined in 1999
- Groups have been refined to better reflect risk, e.g.
 - STA bus fleet separate category
 - Outer Metro – new zone
 - Trucks classified into 3 rather than 2 groups
 - Motorcycles classified as 5 rather than 3 groups

MAA premium relativities - data



- Used CTP claims data to September 2009 provided to MAA by insurers
- Used exposure data to September 2009 provided to MAA by RTA
- In CTP every claim is allocated to the vehicle that caused the accident -
 - Not all people injured while riding a motorcycle will be a “motorcycle” CTP claim
 - Not all “motorcycle” CTP claims are people injured while riding a motorcycle
- At fault drivers cannot make a full CTP claim

MAA premium relativities - data



- From 1 April 2010 CTP benefits extended to provide up to \$5,000 of medical costs and loss of earnings for at fault drivers
- Used RTA accident data to estimate the cost of the extension of benefits
- Benefit extension estimated to add –
 - \$22 to \$37 per motorcycle
- High cost for motorcycles reflects –
 - High proportion of motorcycle driver casualties (90%)
 - Low proportion of motorcycle casualties have access to a full CTP claim (only 20%)
 - New benefit opens up access to compensation for a large number of motorcycle riders

Motorcycle relativities – 2009/10



- Motorcycles in three groups according to engine capacity
- Total premium relativity for motorcycle group 62, i.e. 62% Metro Class 1 vehicle

2009/10 Relativities - Three Groups

Class	Engine capacity	No. vehicles	Relativity 2009/10
10a	<100	6,000	20
10b	100-300	53,000	30
10c	>300	114,000	80
Total		173,000	62

Motorcycle relativities – additional analysis



- Consideration of more appropriate risk classification for motorcycles considered during 2008 and 2009
- Measures analysed –
 - More refined engine capacity groups
 - Capacity:weight ratio groups
 - Pillion carrying (claims analysis only)
- Measures considered but not analysed (data constraints)
 - Power:weight ratio
 - LAMs
- More refined engine capacity selected as preferred risk measure–
 - Data quality for claims and exposure
 - Objectivity of measure (i.e. cannot be manipulated)
 - Statistically better model

Motorcycle relativities – 2010/11



- Moved to a five group classification to reduce the amount of cross subsidisation within the groups
 - Greater equity for individual consumers
 - More attractive to insurers
- Used statistical model of claims to find “optimal” groups
- Also included the cost of the at fault extension

Motorcycle relativities – 2010/11



- Across last ten years 740 motorcycle CTP claims with cost to date (payments + case estimates) of \$116 million

Class	Engine capacity	No. vehicles	1999/00 to 2008/09	
			Number of claims	Claims cost (\$m)
10d	<100	6,000	60	5.6
	100-224	22,000		
10e	225-300	31,000	214	32.5
	301-725	39,000		
10f	726-1125	42,000	263	34.9
10g	1126-1325	13,000	75	17.9
10h	>1325	19,000	130	25.5
Total		173,000	742	116.4

Motorcycle relativities – 2010/11



- Total premium relativity for motorcycles remains at 62
- Large changes for individual categories due to unwind of historic cross subsidies

2010/11 Relativities - Five Groups

Class	Engine capacity	No. vehicles	Relativity 2009/10	Recommend Relativity 2010/11
10d	<100	6,000	20	27
	100-224	22,000	30	27
10e	225-300	31,000	29	53
	301-725	39,000	80	53
10f	726-1125	42,000	80	77
10g	1126-1325	13,000	80	101
10h	>1325	19,000	80	88
Total		173,000	62	62

Distribution & Reliances & Limitations



This presentation is being provided for the sole use of the MAA for the purposes of discussion with the Motorcycle Council of NSW regarding the establishment of premium relativities for motorcycles. It is not intended, nor necessarily suitable, for any other purpose. This presentation should only be relied on by the MAA for the purpose for which it is intended.

Third parties, whether authorised or not to receive this presentation, should recognise that the furnishing of this presentation is not a substitute for their own due diligence and should place no reliance on this presentation or the data contained herein which would result in the creation of any duty or liability by Finity to the third party.

We have relied on the accuracy and completeness of all data and other information (qualitative, quantitative, written and verbal) provided to us for the purpose of this presentation. We have not independently verified or audited the data but we have reviewed it for general reasonableness and consistency. It should be noted that if any data or other information is inaccurate or incomplete, we should be advised so that our advice can be revised, if warranted.

It is not possible to put a value on relativities with certainty. As well as difficulties caused by limitations on the historical information, outcomes remain dependent on future events, including legislative, social and economic forces. In our judgement, we have employed techniques and assumptions that are appropriate, and the conclusions presented herein are reasonable, given the information currently available. However, it should be recognised that future claim emergence will likely deviate, perhaps materially, from our estimates.

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MCC WORKING PARTY

7 SEPTEMBER 2010

Delegates present	Andrew Nicholls (Chair), Rob Colligan, Selena Thurbon, Simon Disney, Neil McKinnon (LTCSA), Sue Freeman, David Baxter, John Dietrich,
Apologies	Brian Wood, Suzanne Lulham
In attendance	Bill Steenson (Minister's Office) Estelle Pearson, Finity Consulting
1. Welcome from the Chair	Andrew Nicholls welcomed all attendees.
2. Minutes of last meeting	<p>The Minutes of the meeting held on 3 August 2010 were endorsed as circulated.</p> <p>Action arising - Rob Colligan noted that the MCC has now identified high performance motorcycles from the MAA claims data report and will provide to the MAA.</p>
3. Projects	<p>(a) Meetings with RTA Mr Nicholls advised that the RTA has announced it is to develop a new Road Safety strategy, which will include motorcycle safety, and will conduct stakeholder forums which MAA understands will commence shortly. The MAA and MCC will be involved in these forums. Andrew Nicholls also advised that the MAA will be a funding partner, in road safety projects and initiatives that meet MAA priorities.. While a more formal process is being finalised, current MAA projects and road safety funding proposals will be examined on a case-by-case basis. Rob Colligan requested that MAA provide profiles of the claims made against motorcycles- covering both the CTP scheme and the lifetime care scheme- identifying:</p> <ul style="list-style-type: none"> - age of rider - age of bike owner - type of bike - injury severity profile of all injured persons in the incident <p>Action: MAA to advise MCC regarding MAA data capability relating to the request and also identifying data likely to be held by RTA , Police and Health</p> <p>(b) Review of motorcycle premiums Andrew Nicholls noted that the Minister for Finance has asked the MAA to work with the MCC to identify an independent actuary to review motor cycle green Slip pricing</p> <p>Action: Rob Colligan to advise MAA of MCC suggestions for actuaries to undertake review.</p> <p>(c) Recreational/Off-road vehicles Andrew Nicholls noted that the Department of Premier and Cabinet</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

	<p>has established a working party to review arrangements for recreational and off-road vehicles.</p> <p>Action: The MAA will suggest to the Department that the working party liaise with the MCC.</p> <p>(d) Ministerial Council Andrew Nicholls noted that the Minister for Finance also announced that a representative of the MCC would be invited to join the Motor Accidents Council and this was being progressed.</p>
4. Motorcycle Relativities	<p>(a) Finity presentation Estelle Pearson provided an update presentation on motor cycle claims costs in particular analysing data for relativity categories 10d and 10e. Ms Pearson noted that LAMs bikes cannot be identified from current RTA/MAA data sets. Andrew Nichols noted that the MAA would pursue this further to assess whether from available data a sufficient sample base could be identified that would make it viable to include the LAMs category within motorcycle relativity groupings.</p> <p>Action: Rob Colligan requested that the MAA provide data on the total premium income collected annually for all motorcycle categories. It was agreed a copy of the Finity presentation would be e-mailed with the Minutes.</p> <p>(b) Interstate comparison David Baxter tabled a confidential preliminary draft summary of other State/Territory schemes and motor cycle categories adopted for CTP purposes.</p> <p>Action: The MAA will continue work on finalising this report for the Working Party.</p>
5. Other Business	<p>Funding allocation Sue Freeman advised that the current MCC grant funding balance is \$220,000. Projects suggested by MCC are to be discussed with RTA, including: Trial of traffic monitoring Rider training, Bombala Council Rider fatigue study Bike awareness resources for road engineers</p> <p>Staysafe Andrew Nicholls noted that submissions to the Parliamentary Joint Standing Committee on Road Safety's inquiry into Vulnerable Road Users have now been published on the NSW Parliament website.</p>
6. Next Meeting	<p>Next meeting date</p> <p>Monday October 25, 2010 Board Room, Level 25, 580 George Street, Sydney 3pm (Projects) 4pm (Relativities)</p>



Motorcycle Relativities 2010/2011 – Additional information

Discussion with Motorcycle Council & MAA
7 September 2010

Estelle Pearson

Outline



- Re-cap previous presentation
- Additional analysis using new RTA file
 - ▶ Identifying LAMs bikes
 - ▶ Updated claim costs
 - ▶ Age of owner exposure

Re-cap previous presentation



- Premium setting approach
 - ▶ Role of relativities
- Approach to premium relativities - generally
 - ▶ Data used
 - ▶ Analysis undertaken
- Motorcycle relativities –
 - ▶ Process and analysis undertaken
 - ▶ Impact of MACA 2009 no fault ANF benefits extension
 - ▶ Claims costs for motorcycles (new groupings)
 - ▶ Relativity information old and new motorcycle groups

New analysis - issues in identifying LAMs



- Learner Approved Motorcycles must satisfy the following criteria:
 - ▶ An engine capacity less than 660cc
 - ▶ A power to weight ratio less than 150 kW per ton
- Cannot identify LAMs from current RTA data extract due to lack of “power” information
- Need to investigate getting this information added to RTA extract
 - ▶ Understand this is incomplete but may enable initial indicative analysis

New analysis – updated motorcycle claim costs



- Claims data to 30 June 2010 but only used accident years to 30 September 2009
- Across last nine years 681 motorcycle CTP claims with cost to date (payments + case estimates) of \$122 million
- Note data excludes estimated LTCS claims and MACA 2007 ANF claims

2000/01 to 2008/09				
Class	Engine capacity	Current no. of vehicles	Number of claims	Claims cost (\$m)
10d	<125	16,000	19	1.7
	125-224	9,000	7	0.3
10e	225-324	31,000	103	13.7
	325-725	38,000	104	18.6
10f	726-1125	43,000	242	43.4
10g	1126-1325	13,000	77	19.7
10h	> 1325	20,000	129	24.7
Total		170,000	681	122.1

New analysis - age profile of motorcycle owners



- Owners of motorcycles with smaller engines tend to have a younger age profile

Age Band	Motorcycles					Metro
	10d	10e	10f	10g	10h	Total Class 1
< 25	21%	16%	6%	6%	5%	12%16%
26 - 30	10%	12%	6%	2%	2%	8%7%
31 - 35	11%	12%	9%	5%	5%	10%9%
36 - 40	12%	13%	13%	9%	10%	12%10%
41 - 45	10%	12%	13%	13%	15%	12%10%
46 - 50	10%	13%	16%	18%	20%	14%11%
51 - 55	9%	10%	16%	20%	20%	13%10%
56 - 60	6%	6%	12%	15%	13%	9%9%
> 60	10%	6%	10%	12%	10%	9%19%
All Ages	100%	100%	100%	100%	100%	100%100%
Average Age	40	40	45	47	47	4244

Distribution & Reliances & Limitations



This presentation is being provided for the sole use of the MAA for the purposes of discussion with the Motorcycle Council of NSW regarding the establishment of premium relativities for motorcycles. It is not intended, nor necessarily suitable, for any other purpose. This presentation should only be relied on by the MAA for the purpose for which it is intended.

Third parties, whether authorised or not to receive this presentation, should recognise that the furnishing of this presentation is not a substitute for their own due diligence and should place no reliance on this presentation or the data contained herein which would result in the creation of any duty or liability by Finity to the third party.

We have relied on the accuracy and completeness of all data and other information (qualitative, quantitative, written and verbal) provided to us for the purpose of this presentation. We have not independently verified or audited the data but we have reviewed it for general reasonableness and consistency. It should be noted that if any data or other information is inaccurate or incomplete, we should be advised so that our advice can be revised, if warranted.

It is not possible to put a value on relativities with certainty. As well as difficulties caused by limitations on the historical information, outcomes remain dependent on future events, including legislative, social and economic forces. In our judgement, we have employed techniques and assumptions that are appropriate, and the conclusions presented herein are reasonable, given the information currently available. However, it should be recognised that future claim emergence will likely deviate, perhaps materially, from our estimates.

AGENDA

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

Monday 25 October 2010, 3:00PM
Board Room L25, 580 George Street, Sydney

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME FROM THE CHAIR	Andrew Nicholls	Noting
	<ul style="list-style-type: none">➤ Attendees / Apologies➤ Minutes of last meeting➤ Update on Working Party activities		
2	3pm PROJECTS		Discussion
	<ul style="list-style-type: none">➤ Update: RTA Road Safety Strategy➤ Update: Independent review of motorcycle relativities: selection process➤ Update: Dept of Premier & Cabinet Off-Road Vehicle Working Group➤ Update: Proposed Ministerial Council➤ Protective Clothing Committee; other matters	Andrew Nicholls Andrew Nicholls Andrew Nicholls Andrew Nicholls Sue Freeman	Noting and Discussion
3	4pm MOTORCYCLE RELATIVITIES		Discussion
	<ul style="list-style-type: none">➤ Update on items raised by MCC: LAMS-based classification, premium collection per motorcycle category, interstate comparison	David Baxter	Discussion
4	OTHER BUSINESS		Noting Noting and Discussion
	<ul style="list-style-type: none">➤ Funding Allocation: "Evaluation of position for Safety 2010"	Brian Wood	
5	NEXT MEETING DATE		Discussion/ Noting
		Andrew Nicholls	

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MCC WORKING PARTY

25 OCTOBER 2010

Delegates present	Andrew Nicholls (Chair), Rob Colligan, Selena Thurbon, Sue Freeman, David Baxter, John Ireland.
Apologies	Bill Steenson (Minister's Office), Brian Wood, Simon Disney, Suzanne Lulham (LTCSA),
In attendance	Paul Marsh (Oakton Consulting)
1(a). Welcome from the Chair	Andrew Nicholls welcomed all attendees. The meeting opened at 3:05 pm and closed at 5:15 pm.
1(b). Minutes of last meeting	<p>The Minutes of the meeting held on 7 September 2010 were endorsed as circulated.</p> <p>Action arising: The Actions Arising from the previous meeting were captured in each of this meeting's Agenda items and are noted below.</p>
2. Projects	<p>(a) Update: RTA Road Safety Strategy</p> <p>Andrew Nicholls advised that the MAA had been invited to a one-day workshop of the Motorcycle Task Force in mid-November, to be followed by another in late January. Rob Colligan advised that he was not aware of the MCC receiving an invitation at this stage. Sue Freeman said she understood that formal invitations were in the process of being issued.</p> <p>Action: Sue Freeman would raise invitations and timeframes with the Centre for Road Safety, and pass on to them that Mr Colligan is unavailable on 15,16 and 17 November.</p> <p>(b) Update: Independent Review of motorcycle relativities: selection process</p> <p>Andrew Nicholls introduced Paul Marsh of Oakton Consulting, a probity advisor engaged to coordinate the procurement process being followed in engaging an independent actuary to undertake the independent review of motorcycle Green Slip pricing. Paul Marsh outlined the process and advised that an information brief had been given to five interested consulting firms in late September, including the two firms suggested by the MCC. Three of the five provided a formal response in accordance with the procurement process. The two firms suggested by MCC advised that they were not planning to submit a response. Paul Marsh noted that an Evaluation Committee has been formed and he anticipated that the selection would be finalised by the first week of November. Andrew Nicholls said that it was probable that the consultants would want to meet with MAA and MCC delegates before undertaking their independent analysis, in time to prepare a draft report for discussion at the next MAA MCC Working Party meeting.</p>

	<p>Action: Consultant to organise out-of-session meetings between the independent actuary and MAA/MCC delegates, with the intention of an update being provided at the next meeting scheduled for 7 December and a draft report being provided to the MCC before the conclusion of the Review.</p> <p>(c) Update: Dept of Premier & Cabinet Off-Road Vehicle Working Group</p> <p>Andrew Nicholls advised that the MAA had now joined the DPC Working Group and had recommended the involvement of the MCC. Andrew confirmed that the MAA had not been invited to the inaugural meeting; he understood that the next meeting was scheduled at Newcastle on 18 November, from 11 am to 1 pm.</p> <p>Action: Sue Freeman to follow up the possible involvement of the MCC on the Working Group by email, c.c. Motorcycle Council.</p> <p>(d) Update: Proposed MCC representation on Motor Accidents Council</p> <p>Andrew Nicholls confirmed that the legislative passage of the Motor Accidents Compensation Amendment Bill 2010 was progressing and was currently before the Legislative Assembly.</p> <p>Note: Bill passed the LA and introduced in the LC on 26 October 2010.</p> <p>(e) Update: Protective Clothing Working Party and other projects</p> <p>Sue Freeman noted that the first Working Party meeting, comprising delegates from the RTA, TAC, VicRoads, NRMA, ACC (New Zealand) DTMR (Qld), MCC and MAA, was scheduled for 2pm on 27 October, by teleconference. Sue Freeman noted that a draft Assignment Brief had been issued to delegates for discussion at the meeting.</p> <p>Rider Training Trial-Bombala Shire</p> <p>Rob Colligan enquired as to the progress of this project, noting the possibility of trialling a mobile training unit for use in areas where rider training was not commercially viable.</p> <p>Action: Sue Freeman to follow up with the RTA.</p>
<p>3. Motorcycle Relativities</p>	<p>(a) Update: items raised by MCC; LAMS-based classification, premium collection per motorcycle category, interstate comparison</p> <p>David Baxter advised that the MAA data on the total premium income collected annually for all motorcycle categories would be provided to the MCC shortly out-of-session.</p> <p>David Baxter provided delegates with a report "Number of at-fault</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

	<p>motorcycle riders by age and engine size: CTP claims lodged for accidents occurring between October 1999 and September 2009". In analysing the report, delegates discussed rider profiles, rider's technique, experience and training, licensing arrangements and the structure and membership of the MCC.</p> <p>David Baxter raised two points relating to the collection of data differentiating LAMS bikes from other motorcycle models. David Baxter noted that while one report had been run (but not yet peer reviewed); it excluded some data which needs to be provided by the RTA. Andrew Nicholls advised that the RTA was now aware of the MAA's data needs relating to motorcycles and that he was meeting with the RTA on 28 October in order to advance this issue.</p> <p>David Baxter also advised that the MAA needs the VIN code so data can be analysed over a ten-year period, rather than five years.</p> <p>Actions:</p> <p>David Baxter to provide premium income data to the MCC. (done 26 October)</p> <p>Andrew Nicholls to meet with RTA to discuss the provision of motorcycle data to the MAA.</p>
<p>4. Other Business</p>	<p>(a) Funding allocation: "Evaluation of Position for Road Safety 2010"</p> <p>Rob Colligan commented that the MCC would like a formal evaluation of "Position for Safety 2010"; funded from the current MCC grant funding balance, in order to better identify its successful element in advance of the RTA Road Safety Task Force. Sue Freeman said she had discussed this proposal with Brian Wood, who had made contact with Monash University who could potentially undertake the evaluation.</p> <p>Rob Colligan raised the possibility of the MCC conducting strategy forums with their members, in order to feed into the RTA's Task Force consultative forums, to help inform the development of the RTA's new Motorcycle Safety Strategy.</p> <p>Actions:</p> <p>Sue Freeman to discuss formal evaluation of "Position for Road Safety 2010" with Brian Wood out-of-session, and to seek the input of the Centre for Road Safety.</p> <p>Sue Freeman to discuss the approach for the motorcycle strategy forums with the Centre for Road Safety out-of-session, to inform discussions about the appropriate approach to the Road Safety Strategy.</p> <p>Rob Colligan noted the potential for a joint MCC/Ministerial press release, covering issues including the independent review of Green</p>

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

	<p>Slip pricing for motorcycles, the RTA Road Safety Strategy, (including the Motorcycle Task Force), the appointment of an MCC representative to the Motor Accidents Council, and the possible trials of footpath parking and filtering.</p> <p>Action: Andrew Nicholls to speak to Minister's Office.</p>
5. Next Meeting	<p>Next meeting date</p> <p>Tuesday 7 December, 2010 MAA Board Room, Level 25, 580 George Street, Sydney 9:30-11:30 am</p>

AGENDA

**Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY**

**Wednesday 8 December 2010, 9:30am
Board Room L25, 580 George Street, Sydney**

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME	Andrew Nicholls	Noting
	➤ Attendees / Apologies		
2	PROJECTS	Various	Noting and Discussion
	➤ Update: RTA Road Safety Strategy & Motorcycle Task Force Workshop	Andrew Nicholls	Noting
	➤ Update: Protective Clothing Working Party	Sue Freeman	Noting
	➤ Update: Off-Road Vehicle Working Group	Andrew Nicholls	Noting
	➤ Update: Rider Training Trial: Bombala Shire	Sue Freeman	Noting
	➤ Funding Allocation for "Evaluation of Position for Road Safety 2010"	Sue Freeman	Noting
	➤ Possible MCC strategy forums for Road Safety Task Force	Sue Freeman and Rob Colligan	Noting and Discussion
3	MOTORCYCLE RELATIVITIES	Rob Colligan/ Andrew Nicholls	Discussion
	➤ Update: Independent review of motorcycle Green Slip pricing	Andrew Nicholls	Noting
	➤ Update on data issues: premium income; information from RTA	David Baxter, Andrew Nicholls	Noting and Discussion
4	OTHER BUSINESS		Discussion/Noting
	➤ Appointment of MCC representative to the Motor Accidents Council	Andrew Nicholls	Noting
	➤ Joint MCC Ministerial Press release	Rob Colligan and Andrew Nicholls	Noting and Discussion
	➤ Other		
5	NEXT MEETING DATE	Andrew Nicholls	Discussion/Noting

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MCC WORKING PARTY

8 DECEMBER 2010

Delegates present	Andrew Nicholls (Chair), Rob Colligan, Brian Wood, Sue Freeman, John Ireland.
Apologies	Bill Steenson (Minister's Office), Selena Thurbon, Simon Disney, Suzanne Lulham (LTCSA), Estelle Pearson (Finity Consulting), David Baxter
1(a). Welcome from the Chair	Andrew Nicholls opened the meeting at 9:35 am, welcoming all attendees. Andrew Nicholls confirmed that representatives from Ernst and Young would attend the MAA offices at 10am to meet with the MCC delegates as part of the independent actuarial review of CTP Green Slip pricing for motorcyclists. Accordingly, Andrew Nicholls noted that this meeting would serve as a general update on a range of issues, many of which were progressing out-of-session.
1(b). Minutes of last meeting	The Minutes of the meeting held on 25 October 2010 were endorsed as circulated.
2. Projects	<p>(a) Update: RTA Motorcycle Task Force Workshop</p> <p>Sue Freeman and Rob Colligan provided an overview of several of the presentations given at the workshop on 7 December, particularly those relating to motorcycle crashes. Brian Wood noted the recommendation of the meeting to conduct an in-depth analysis of motorcycle crashes, possibly as an adjunct to the existing ANCIS study of car crashes conducted by MUARC, which includes both Victorian and NSW cohorts and may be expanded to include other States.</p> <p>Sue Freeman noted that the RTA would collate the input received at the workshop in advance of the next workshop scheduled for February 2011.</p> <p>(b) MCC Strategy Forums</p> <p>Delegates then discussed the possible format of the MCC-led forums noting that one would be held in Sydney and the other likely to be in a regional centre.</p> <p>Action Arising: Rob Colligan to forward a proposal, including costings, for two MCC member forums.</p> <p>(c) Protective Clothing Working Party</p> <p>Sue Freeman provided an update on the activities of the Working Party noting that it was currently finalising the assignment brief and Terms of Reference. Sue Freeman added that the Working Party had identified six target research organisations to contact.</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

<p>2. Projects (cont.)</p>	<p>The Working Party members also agreed that the Australian Motorcycle Council should be formally included in the Working Party's consultation at this stage and Sue Freeman was to write to invite them. There was also a discussion as to the desired time frame for advancing the Working Party's objectives, noting that submissions to the RTA's NSW motorcycle safety strategy are next due in February 2011. It was agreed that requests for tender will be issued before Christmas with a closing date of late January.</p> <p>Action Arising: Sue Freeman to update the Working Party at the next meeting.</p> <p>(d) Off-Road Vehicle Working Group</p> <p>Andrew Nicholls advised that Steve Clough was representing the MAA on this Working Party, which met in Newcastle on 18 November. Andrew Nicholls noted that the Department of Premier and Cabinet had detailed a proposal which, if approved, would allow limited registration to 'recreational' vehicles. Andrew Nicholls said that he had requested Finit Consulting to commence an analysis of possible risk-based pricing and the impact on the scheme generally (based on a variety of model proposals).</p> <p>Action Arising: Andrew Nicholls to update the Working Party at the next meeting.</p> <p>(e) Rider Training Trial; Bombala Shire</p> <p>Sue Freeman advised that she discussed the proposal to provide rider training in the Bombala Shire with the RTA, who would require accreditation of trainers and course content.</p> <p>Action Arising: Sue Freeman to send the contact details of the appropriate RTA officer to the MCC (done).</p> <p>(f) Funding Allocation for "Evaluation of Position for Road Safety 2010"</p> <p>Brian Wood confirmed that the MCC was waiting for a reply from the Monash University Accident Research Centre (MUARC).</p> <p>Action Arising: MCC to follow up with MUARC with a view to submitting a cost proposal to the MAA as soon as possible.</p>
<p>3. Motorcycle Relativities</p>	<p>(a) Update: Independent Review of motorcycle Green Slip pricing</p> <p>Andrew Nicholls confirmed that Ernst and Young had been engaged as the independent actuary to undertake the independent review of motorcycle Green Slip pricing. It was noted that MCC delegates would meet with Ernst and Young's representatives out-of-session, following the meeting.</p>

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

3. Motorcycle Relativities (cont.)	<p>(b) Update on data issues: premium income, information from RTA</p> <p>Item stood over to next meeting.</p>
4. Other Business	<p>(a) Appointment of MCC representative to the Motor Accidents Council</p> <p>Andrew Nicholls advised that he understood that the documentation relating to the appointment of Rob Colligan to the Motor Accidents Council had been forwarded to the Cabinet Office and was likely to be approved at the Executive Council meeting of 8 December 2010.</p> <p>(b) Joint MCC Ministerial Press release</p> <p>Rob Colligan confirmed that he had been dealing directly with Minister Daley's Office concerning this issue.</p> <p>(c) Other Issues</p> <ul style="list-style-type: none"> • MCC Road Safety Video <p>Brian Wood advised that the video scripts had been finalised, with approval obtained from the RTA. Brian Wood noted that filming was now ready to start subject to further MAA funding being received.</p> <p>Action Arising: Sue Freeman to confirm procedures for obtaining next funding instalment with Guy Stanford, MCC.</p> <ul style="list-style-type: none"> • Crash Barrier Study <p>Brian Wood requested an update on the Crash Barrier study. Sue Freeman advised that the MAA had funded the previous year but was not currently funding this study and was unaware of the current progress. It was believed that funding from the Centre for Road Safety is continuing and agreed that Brian Wood would contact the CRS with his enquiry.</p> <ul style="list-style-type: none"> • 2011 CTP price rises <p>Rob Colligan brought to the attention of the Working Party speculation that motorcycle Green Slip prices would increase by an average of 10% from 1 July 2011. Andrew Nicholls advised that only three insurers out of seven had notified the MAA that they were introducing relatively small price adjustments across all vehicle classes in the next couple of months but that no other price rises were currently being sought by the insurers and the MAA was unaware of the veracity of the speculation.</p>

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

4. Other Business (cont.)	<ul style="list-style-type: none">• CTP Interstate Comparison Tables <p>Brian Wood enquired as to the progress of the table currently being prepared by the MAA. Andrew Nicholls understood that the final version should be available shortly.</p> <p>Action Arising: David Baxter to provide the final version of the CTP interstate comparison table to the MCC.</p>
5. Next Meeting	<p>Next meeting date:</p> <p>Monday 7 March, 2010 MAA Board Room, Level 25, 580 George Street, Sydney at 3:30 pm</p> <p>The meeting closed at 10:20am</p>

AGENDA

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

Monday 7 March 2011, 3:30pm
MAA Board Room L25, 580 George Street, Sydney

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME & GENERAL BUSINESS	Andrew Nicholls	Noting and Discussion
	<ul style="list-style-type: none"> Attendees / Apologies/Actions Arising Update: Protective Clothing Working Party Update: RTA Road Safety Strategy & Motorcycle Task Force Workshop Update: MCC Strategy Forums for Road Safety Task Force Update: Off-Road Vehicle Working Group Community groups offering 'members-only' CTP insurance 	<ul style="list-style-type: none"> Andrew Nicholls Sue Freeman Sue Freeman Sue Freeman/ Rob Colligan/ Brian Wood Andrew Nicholls/ Rob Colligan Rob Colligan 	
2	MOTORCYCLE RELATIVITIES & DATA ISSUES	Various	Noting and Discussion
	<ul style="list-style-type: none"> Update: Independent review of motorcycle Green Slip pricing Possible action re motorcycle Green Slip pricing Meaning of 'affordability' CTP interstate comparison tables Update on data issues: premium income; information from RTA Media release to update riders 	<ul style="list-style-type: none"> Andrew Nicholls Rob Colligan Rob Colligan David Baxter David Baxter Rob Colligan 	
3	PROJECTS	Various	Noting and Discussion
	<ul style="list-style-type: none"> Update: Rider Training Trial: Bombala Shire Funding Allocation for "Evaluation of Position for Road Safety 2010" 	<ul style="list-style-type: none"> Rob Colligan Brian Wood 	
4	OTHER BUSINESS		Noting and Discussion
5	NEXT MEETING DATE/ 2011 MEETING SCHEDULE	Andrew Nicholls	Noting and Discussion

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
**WORKING PARTY
COUNCIL**

MINUTES OF THE MAA MCC WORKING PARTY

7 MARCH 2011

1 Welcome & General Business	The meeting opened at 3:35 pm. Andrew Nicholls welcomed all attendees. Rob Colligan introduced Bruce Campbell and Christopher Burns as new delegates representing the MCC. Rob Colligan advised that Selena Thurbon had withdrawn from the Working Party due to her work commitments and delegates acknowledged her contribution to the Working Party since its inception in 2008.
(a) Delegates present	Andrew Nicholls (Chair), Rob Colligan, Sue Freeman, Bruce Campbell, Christopher Burns, David Baxter, John Ireland.
(b) Apologies	Brian Wood, Simon Disney, Neil McKinnon (LTCSA),
(c). Minutes of last meeting/ Actions Arising	<p>The Minutes of the meeting held on 8 December 2010 were endorsed as circulated.</p> <p>The Actions Arising from the previous meeting were captured in each of this meeting's Agenda items noted below.</p>
(d) Update: Protective Clothing Working Party	Sue Freeman provided background information about the multi-agency Working Party, whose principal objective was to promote the provision of information about protective clothing to riders in order to lessen the extent of crash injuries. Sue advised that a research team led by the George Institute had been the successful tenderer to undertake a six-month scoping project before making recommendations for national implementation. Sue advised that the project was likely to commence in April. Rob Colligan advised that the MCC supported this initiative but was strongly opposed to any mandating of rider protective clothing. Sue Freeman confirmed that the project was not looking to make recommendations about regulatory action, only about evidence-based information for consumers.
(e) Update: MCC Strategy Forums/RTA Road Safety Strategy	<p>Rob Colligan provided details of the MCC's presentation at the Road Safety Strategy workshops. Rob advised that a third motorcycle forum/workshop between the MCC and the RTA was tentatively scheduled for late April, at which both organisations would present their safety strategies. Rob further advised that the MCC's draft road safety strategy would be distributed to the MAA shortly. Andrew Nicholls noted the MAA would be happy to provide feedback to the MCC before the next workshop.</p> <p>Action: Rob Colligan to forward the MCC's draft Road Safety Strategy to the MAA.</p>
(f) Update: Off-Road	Andrew Nicholls confirmed that the MAA had participated in the Off-

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY COUNCIL

Vehicle Working Group	<p>Road Vehicle Working Group, but was not invited to the forthcoming meeting as the convenor considered it premature for CTP factors to be actively considered by the Working Group at this stage. Rob Colligan noted that the MCC has been developing a draft recreational (off-road) registration scheme proposal and was keen for the MAA to remain involved in the Working Group.</p> <p>Action: Rob Colligan to forward draft MCC proposal to Andrew Nicholls for information.</p>
(g) Community Groups offering 'member-only' CTP insurance	<p>Rob Colligan questioned the possibility of community groups offering 'member-only' CTP insurance in the existing motor accidents scheme. Andrew Nicholls outlined the current prudential requirements for CTP insurers as well as the obligation for licensed insurers to sell CTP product to all vehicle classes. Noting that the current arrangements do not allow 'niche' operators in the NSW CTP market, Andrew advised that this issue is under consideration as part of the competition review, but that there were also factors mitigating against such an approach. Andrew added that the issue could be advanced after the forthcoming election, subject to the views of the incoming Minister/Government.</p>
<p>2. Motorcycle Relativities and Data Issues</p> <p>(a) Independent review of motorcycle CTP pricing</p>	<p>Andrew Nicholls advised that arrangements were being made for Ernst and Young to meet with representatives from the MCC and the MAA as soon as possible to consult on the progress and initial findings of the review of motorcycle Green Slip prices. Andrew commented that he required feedback from Ernst and Young, in addition to the findings of the relativity review currently being prepared by Finity, in order to inform the MAA Board in April.</p> <p>Action: Andrew Nicholls to confirm arrangements with Ernst & Young to enable them to organise a meeting out of session with the MCC..</p>
<p>(b) Meaning of 'affordability'</p>	<p>Rob Colligan outlined the difficulties faced by some riders in affording CTP insurance, noting that some riders were 'mothballing', selling, seeking to register their motorcycles interstate or not re-registering their motorcycles upon renewal. Andrew Nicholls noted that affordability was not defined within the NSW scheme's legislation, although the MAA was interested to measure the consequences of unregistered riding. Bruce Campbell added that the MCC would be able to provide future assistance to the MAA on this point.</p>
<p>(c) CTP interstate comparison tables and update on data issues</p>	<p>David Baxter circulated three draft documents, being</p> <ul style="list-style-type: none"> • State CTP Schemes Comparison • Premiums collected for Class 10 vehicles from 2007, and • Recorded police data on motorcycle accidents resulting in Lifetime Care Scheme participation for the injured rider <p>David invited out-of-session feedback from Working Party delegates concerning the data collection. The Working Party discussed the</p>

MINUTES

**Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY
COUNCIL**

	<p>limitations to the accuracy and utility of some accident data and noted the greater availability of data relating to the Lifetime Care and Support Scheme, given its centralised collection.</p> <p>Action: Working Party delegates to provide feedback</p>
(d) Media release to update riders	<p>Rob Colligan advised that the MCC wants to release information to MCC members and other motorcyclists about Green Slip prices and CTP-related issues. The Working Party agreed that relevant findings or recommendations from the Ernst and Young review may be appropriate for an update to members but it would not be possible to include a Government position in pre-election caretaker mode.</p>
3. Projects (a) Update: Rider Training Trail Bombala Shire (b) Funding Allocation for "Evaluation of Position for Road Safety"	<p>Items stood over to next meeting.</p>
4. Other Business	<p>Item stood over to next meeting. The meeting closed at 5:45p.m.</p>
5. Next Meeting	<p>Date to be advised out-of-session.</p>

State CTP Schemes Comparison

State/ Territory (type and dimensions)	Categories used	# registered	Recreational categories	Lams Scheme: allows novice riders to ride moderately powered motorcycles.
NSW Hybrid – Mainly C/law but with no fault 5 insurers 7 lics. 4.5M vehicles \$1.3bn premium revenue	10d - <225cc 10e - 226-725cc 10f - 726-1125cc 10g - 1126-1325cc 10h - >1325cc Total	28,000 70,000 42,000 13,000 19,000 172,000 Jun-10	Yes, Conditional registration available for motorcycles used for recreation purpose	Have an engine capacity up to and including 660ml and do not exceed a power to weight ratio of 150 kilowatts per tonne
Victoria No Fault with limited Common Law rights Govt. Monopoly 4.2M vehicles \$1.2bn premium revenue	29 <61cc 31 60cc – 125cc 33 & 37 126cc– 500cc 35 & 39 >500cc 45 - recreational Total	2,135 10,791 42,762 80,791 20,544 157,023 Jun-10	Yes, Recreation registration allows you to ride a motorcycle in certain areas without obtaining full registration	The LAMS list includes moderately powered models with an engine capacity up to and including 660cc which do not exceed a power-to-weight ratio of 150 kilowatts per tonne
S. Australia Common Law with statutory limits 1.26M vehicles \$435m premium revenue	Up to 50cc 51cc – 250cc 251cc – 660cc More than 660cc Total	5,297 10,020 8,801 14,888 39,006 Jun-09		The South Australian Government assesses the engine capacity, power and weight of motorcycles and issues a list of approved motorcycles suitable for learners and riders with less than 12 months experience.
W. Australia Common Law Govt. Monopoly 1.9M vehicles \$384M premium revenue	M/Cycles used for: Private purposes Business Trade plates Vintage m/c			A driver's licence with R-E class vehicle (Motorcycle) you can ride a motorcycle with/without a side car attachment, with an engine capacity not exceeding 250cc. To ride a motorcycle with an engine capacity > 250cc you must hold an R-E licence for at least one (1) year.
Queensland Common Law 6 insurers 3.476M vehicles \$872M premium revenue	12 – Motorcycle with driver only 13 – Motorcycle with pillion + s/car Total	53,156 103,333 156,489 Dec-09	Yes, Conditional registration available for motorcycles used for recreation purpose	Restricts learner riders to motorcycles with following capacity restrictions: power-to-weight ratio must not exceed 150 kW/t engine capacity must not exceed 660 ml.

State/ Territory (type and dimensions)	Categories used	# registered	Recreational categories	Lams Scheme: allows novice riders to ride moderately powered motorcycles.
New Zealand - ACC ACC has changed the categories it uses for motorcycles from 1 July 2010 as well as introducing a Motorcycle Safety Levy along the same lines as that operating in Victoria (Premium and cost in NZ \$)	Petrol driven 4a. mopeds 4B. < 600cc 4C. >600cc NON Petrol driven 8a. mopeds 8B. < 600cc 8C. >600cc			While on a learner licence: you must ride a motorcycle of up to 250cc only; you must not go faster than 70km/h; your motorcycle must display a learner (L) plate - rear only; you must not carry a passenger
ACT Common Law Private Insurer – NRMA 0.249M vehicles	9A - < 300mL 9B - >300mL - 600mL 9C -> 600mL 9D Electrical			learners and novice licence holders can only ride motorcycles with a power to weight ratio < 150 kilowatts per tonne until they have held a provisional motorcycle licence for 12 months
Tasmania No Fault with Common Law rights 0.450M vehicles \$120.9M premium revenue (Premium incl. GST and \$6 duty)	Up to 125cc 126cc – 250cc 251cc - 700 More than 700cc Off road rec. m/c Farm m/c Vintage m/c	5,297 10,020 5,297 10,020 Jun-10	Yes, Conditional registration available for motorcycles used for recreation purpose	LAMS motorcycles have a maximum power to weight ratio of 150 kilowatts per tonne combined with a maximum engine capacity of 660 cubic centimetres (cc).
N. Territory No fault Govt. Monopoly 0.160M vehicles \$52.2m premium revenue 2009/10	Up to 250cc More than 250cc		No recreational category	Learners can only ride a motorcycle of up to 250cc.

Recorded police data on motorcycle accidents resulting in Lifetime Care participation

The tables and graphs represented in this report use data collected by NSW Police. Two types of table are shown. Those that count:

1. At-fault motorcyclists (regardless of Lifetime Care participation)
2. Lifetime Care Scheme participants who were either motorcycle riders or pillion passengers.

The time period for all tables is 2007 to end of 2010 of those incidents for which the Lifetime Care Authority hold a police record. In all tables the date shown is that of the accident.

Table 1. No. of accidents where a motorcycle was at fault by no. of traffic units involved

No. of traffic units	Total	%
One	50	71.4
Two	18	25.7
Three	2	2.9
Total	70	100.0

Table 2. No. of accidents where a motorcycle was at fault by whether or not the accident occurred at an intersection

Intersection?	Total	%
Unknown	1	1.4
NA	3	4.3
Not intersection	54	77.1
Intersection	12	17.1
Total	70	100.0

Figure 1. Table 2 illustrated (%)

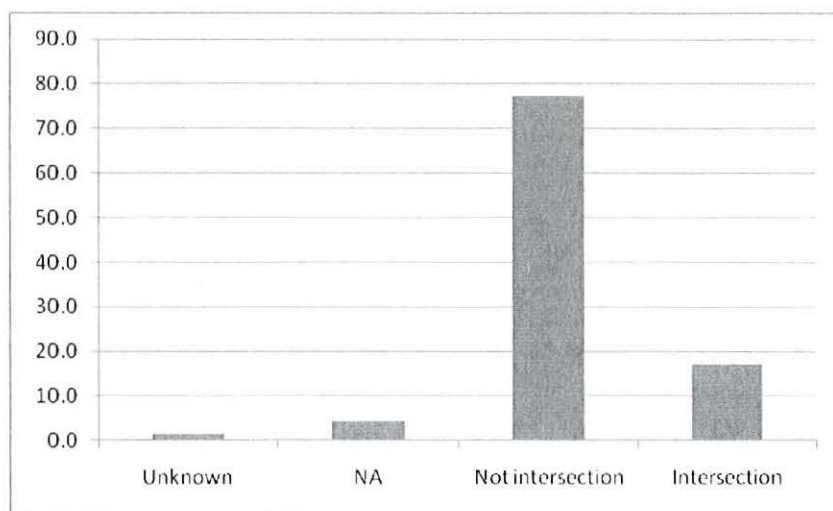


Table 3. No. of accidents where a motorcycle was at fault by road alignment

Road alignment	Total	%
Curved	37	52.9
NA	4	5.7
Straight	27	38.6
Unknown	2	2.9
Total	70	100.0

Table 4. No. of accidents where a motorcycle was at fault by speed limit of road

Speed limit	Total	%
Unknown	6	8.6
50 or lower	22	31.4
60	14	20.0
80 +	28	40.0
Total	70	100.0

Figure 2. Table 4 illustrated (%)

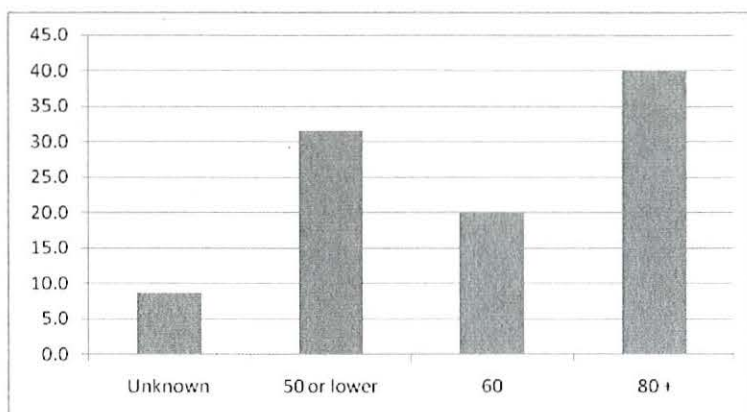


Table 5. No. of accidents where a motorcycle was at fault by whether or not the road was divided

Road divided?	Total	%
Unknown	1	1.4
NA	4	5.7
No	57	81.4
Yes	8	11.4
Total	70	100.0

Table 6. No. of accidents where a motorcycle was at fault by rider's age

Age of rider	Total	%
Unknown	9	12.9
15 and under	2	2.9
16 to 25	21	30.0
26 to 35	15	21.4
36 to 45	11	15.7
46 to 55	8	11.4
56 and older	4	5.7
Total	70	100.0

Figure 3. Table 6 illustrated (%)

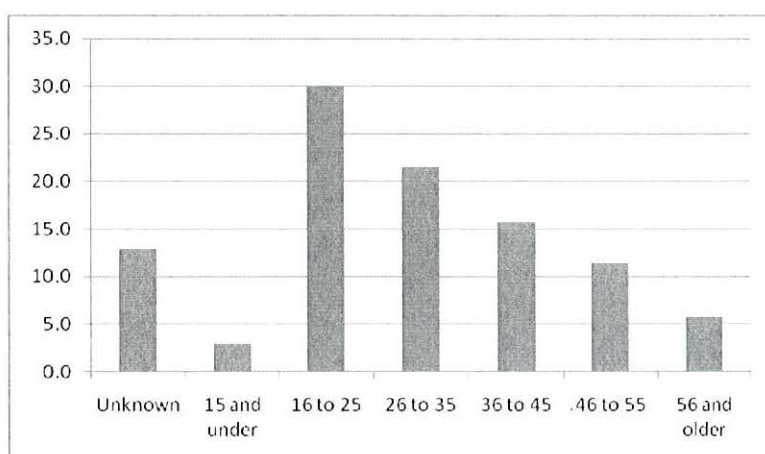


Table 7. No. of rider and pillion participants by whether or not they were ejected from their motorcycle

Ejected?	Total	%
Unknown	6	5.7
No	8	7.6
NA	1	1.0
Yes	90	85.7
Total	105	100.0

Table 8. No. of rider and pillion participants by whether or not they were wearing a helmet and helmet type

Helmet?	Total	%
Full face	68	64.8
Open	8	7.6
Yes – type unknown	2	1.9
No helmet	17	16.2
NA	2	1.9
Unknown	8	7.6
Total	105	100.0

Figure 4. Table 8 illustrated (%)

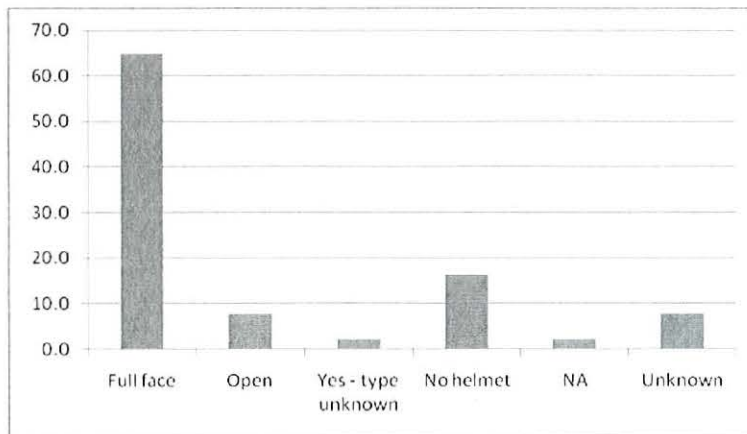
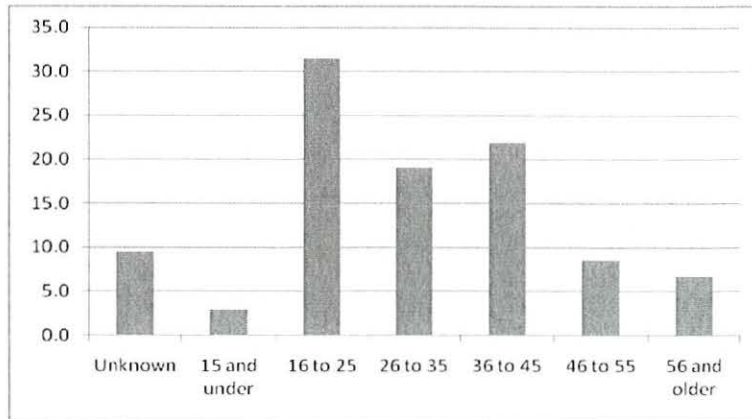


Table 9. No. of rider and pillion participants by age

Participant age	Total	%
Unknown	10	9.5
15 and under	3	2.9
16 to 25	33	31.4
26 to 35	20	19.0
36 to 45	23	21.9
46 to 55	9	8.6
56 and older	7	6.7
Total	105	100.0

Figure 5. Table 9 illustrated (%)



Premiums excluding GST & levies Year ending 30 June

Class	Eng. capacity	2007	2008	2009	2010
10a	> 300	29,142,600	25,548,697	29,809,253	39,994,096
10b	101 to 300	5,397,475	5,044,205	5,601,193	6,827,510
10c	100 or less	573,717	506,682	530,964	616,523
Total		35,113,792	31,099,584	35,941,410	42,438,129

Premiums excluding GST & levies Six months ending 31 December

Class	Eng. capacity				2010
10d	0 to 225				1,565,013
10e	226 to 725				7,857,532
10f	726 to 1125				6,171,844
10g	1126 -1325				2,420,419
10h	> 1325				3,477,969
Total					21,492,777

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MCC WORKING PARTY

24 MAY 2011

1 WELCOME AND GENERAL BUSINESS	<p>The meeting opened at 11.05 a.m. Andrew Nicholls welcomed all attendees including Christine Baird who has joined the MAA's Injury Management Branch and the MAA MCC Working Party.</p> <p>Rob Colligan advised the Working Party of the proposed merger between the Motorcycle Council of NSW and Motorcycle NSW. Rob advised that he is now employed by Motorcycle NSW and has stepped down as Chair of the MCC, remaining as the MCC's spokesperson for motorcycle issues. Rob advised that Simon Disney is Acting Chair of the MCC during this transitional period.</p>
(a) Delegates present	<p>Andrew Nicholls (Chair), Rob Colligan, Sue Freeman, Suzanne Lulham, Christine Baird, Bruce Campbell, Christopher Burns, Brian Wood, John Ireland.</p>
(b) Apologies	<p>Simon Disney, David Baxter</p>
(c). Minutes of last meeting/Actions Arising	<p>The Minutes of the meeting held on 7 March 2011 were endorsed as circulated.</p> <p>The Actions Arising from the previous meeting were captured in each of this meeting's Agenda items noted below.</p>
(d) Update: Protective Clothing Working Party	<p>Sue Freeman also welcomed Christine Baird, advising that Christine would be engaged in road safety activities for the MAA, including many motorcycle-related issues. Sue summarised the objectives of the Protective Clothing Working Party, noting that the George Institute's signing of the scoping project contract was imminent. Sue said that subject to the signing of the contract, the George Institute would report to the MAA within 24 weeks, (early November). The scoping project would be monitored by the Working Party's Steering Group during the term of the project.</p> <p>Christine noted that a link to the MAA's website, clarifying the role and objectives of the Working Party was under development and there was an opportunity for it to be launched to coincide with a Ministerial press release and publication in the motorcycle press. Christine clarified that the project is only considering on-road protective clothing, and will aim to take the particular needs of riders in warmer and cooler climates into account.</p>
(e) Update: RTA Road Safety Strategy and Motorcycle Task Force Workshop	<p>Rob Colligan updated the Working Party, advising that the third Motorcycle Safety Strategy Consultative Forum was to be held on 25 May. Rob added that the Ministerial Motorcycle Advisory Council had only met once at this stage but</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

	<p>that the MCC had raised a number of agenda items for the next Council meeting.</p> <p>Sue Freeman confirmed that the MAA had received a copy of the MCC's Road Safety strategy.</p> <p>There was a general discussion about the road safety targets outlined in the National Road Safety Strategy, noting that the consultation period closed in February 2011. The MCC intends to raise a number of issues with the RTA in relation to the NSW Road Safety Strategy currently under development including rider training, education, and the use/placement of wire rope barriers.</p> <p>Andrew Nicholls outlined the on-line crash reporting tool now used in Western Australia, which records crash data and details relevant to vehicle and other property damage claims as well as information relevant to CTP claims. The MAA understands that the collected crash data is richer than that which was previously available, and covers the full spectrum of data in relation to accidents. Andrew advised that the MAA has commissioned Ajillon Consultants to explore the possibility of introducing a similar tool in NSW and to undertake a scoping study, including consultation with NSW Police and RTA.</p>
<p>(f) Update: Working group on Off-Road Recreational Motorcycle Registration</p>	<p>Rob Colligan advised that the DPC Working Group had reached an in-principle agreement to explore CTP-related issues as part of the development of a proposal for the conditional registration of off-road recreational motorcycles in NSW. Rob said that the Working Group was waiting for the MAA's consultant actuaries to provide an estimated CTP price based on vehicle usage of up to 45 riding days per annum.</p> <p>Andrew Nicholls noted that Finity Consulting was currently analysing the available data in order to estimate the applicable relativity and possible CTP and MCIS levy prices for such vehicles. Andrew reminded the Working Party that the MAA is not a price-setter and that insurers can risk-rate within a relativity band. He noted the challenge in setting a relativity for a new vehicle class when there is no definitive claims data for the group of vehicles in question.</p> <p>Andrew added that another issue to be considered in examining this proposal was the business model used to provide the CTP coverage e.g. would it be sold in the competitive market as for existing Green Slips, or would the CTP coverage be provided by a single insurer as is the current position with conditionally registered vehicles.</p> <p>Sue Freeman said that she was meeting with Finity representatives shortly when she would be apprised of their progress in analysing the available data. Sue will provide information out-of-session and convene a meeting with MCC representatives if necessary.</p> <p>Action: Sue Freeman to provide an out-of-session update to MCC representatives and convene a meeting if appropriate.</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

2. MOTORCYCLE RELATIVITIES AND DATA ISSUES (a) Ernst and Young review of motorcycle CTP pricing	<p>Andrew Nicholls advised that he had briefed the Minister about motorcycle related issues, including the progress of the Ernst and Young review, and that the next stage of the review was subject to Ministerial approval. Andrew added that he would arrange an out-of-session meeting between Ernst and Young and the MCC to discuss the findings, once Ministerial approval is confirmed.</p> <p>Andrew acknowledged the concerns raised by MCC members about the time taken to address this issue. The Working Party noted that the pre-election caretaker period and the subsequent appointment of a new Minister had slowed progress on the release of the recommendations arising from this review.</p>
(b) CTP interstate comparison tables	<p>Sue Freeman referred to CTP interstate comparison tables compiled by the MCC based on data sourced from the public domain and some data provided by the MAA. Concerns were raised about the difficulties in interpreting such data and drawing conclusions about 'value for money', noting the differences in benefits available between schemes. Brian Wood outlined the methodology of his analysis. It was confirmed that this information is not for broader distribution by the MCC.</p> <p>Andrew Nicholls noted that the MAA was interested in benchmarking the NSW CTP scheme against other states, and that this would be a multi-dimensional project requiring expert actuarial input, and is difficult because of the need to compare 'like-for-like'.</p>
3. PROJECTS (a) Evaluation of Position for Road Safety 2010 (b) MCC Safety Video	<p>Brian Wood advised that the interview phase is complete and a copy of the draft report from MUARC is expected shortly.</p> <p>Sue Freeman conveyed her understanding that the video was in the post-production stage and that planning for the launch would be necessary. There was general agreement that the launch co-ordination should rest with Guy Stanford and David Andrews initially. Rob Colligan stated that he is developing a distribution and communication plan, which would include launch on u-tube and the possibility of use of this footage in community service TV advertisements. He suggested that a joint Ministerial/MCC launch of the entire video package could be followed by a staged launch of each of the seven modules. Rob identified October as a good month for the launch, as this period coincided with Motorcycle Awareness Week, the Philip Island MotoGP event, the Sydney Motorcycle Show and the start of the summer riding season.</p> <p>Action: David Andrews to liaise with Guy Stanford re launch of video MAA to brief Minister about the release of the Safety Video.</p>

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

(c) Lithgow Region motorcycling brochure	Sue Freeman advised that a funding application had been received from the Lithgow City Council and that it is being assessed by the MAA.
4. Other Business	Nil
5. Next Meeting	Proposed dates for remaining 2011 meetings: Monday 29 August 3 p.m. Monday 14 November 3 p.m. The meeting closed at 1 p.m.

AGENDA

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

Monday 29 August 2011, 4.30p.m.
Lifetime Care Meeting Room 2, Level 24, 580 George Street, Sydney

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME & GENERAL BUSINESS	Andrew Nicholls	Noting and Discussion
	<ul style="list-style-type: none"> Attendees / Apologies/ Previous Minutes and Actions Arising Update: Protective Clothing Working Party Update: RTA Road Safety Strategy & Ministerial Motorcycle Advisory Council Update: Proposed Recreation motorcycle Registration 	<ul style="list-style-type: none"> Andrew Nicholls Sue Freeman / Christine Baird Brian Wood/ Christine Baird Andrew Nicholls / Sue Freeman 	
2	MOTORCYCLE RELATIVITIES & DATA ISSUES	Various	Noting and Discussion
	<ul style="list-style-type: none"> Update: Ernst and Young Review of motorcycle Green Slip pricing 	Andrew Nicholls	
3	PROJECTS	Various	Noting and Discussion
	<ul style="list-style-type: none"> MCC Funded Projects: safety video, funding application 'Lithgow region' motorcycling brochure Update: Funding Allocation for "Evaluation of Position for Road Safety 2010" Update: Scoping study of on-line crash reporting tool 	<ul style="list-style-type: none"> Christine Baird Brian Wood Andrew Nicholls 	
4	OTHER BUSINESS		Noting and Discussion
5	NEXT MEETING DATE: Monday 14 November 3 pm.	Andrew Nicholls	Noting

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MCC WORKING PARTY

29 AUGUST 2011

1 WELCOME AND GENERAL BUSINESS	<p>The meeting opened at 4.35p.m.</p>
(a) Delegates present	<p>Andrew Nicholls (Chair), Rob Colligan, Sue Freeman, Suzanne Lulham, Christine Baird, Bruce Campbell, Christopher Burns, Brian Wood, John Ireland.</p> <p>The MCC delegates advised that the MCC was holding its Annual General Meeting on Monday 5 September.</p> <p>Action: Rob Colligan to advise the MAA of the new MCC position holders following the Annual General Meeting.</p>
(b) Apologies	<p>Simon Disney, David Baxter</p>
(c). Minutes of last meeting/Actions Arising	<p>The Minutes of the meeting held on 24 May 2011 were endorsed as circulated.</p> <p>The Actions Arising from the previous meeting were captured in each of this meeting's Agenda items noted below.</p>
(d) Update: Protective Clothing Working Party	<p>Christine Baird advised that the George Institute's scoping project was progressing well at the half-way point of the contract period and was expected to report by early November. Christine confirmed that following a suggestion from the MCC, riders were being surveyed through web forums as well as other market research panels. Christine added that the motorcycle industry, comprising distributors and retailers was also being surveyed as part of the project.</p>
(e) Update: RTA Road Safety Strategy and Motorcycle Task Force Workshop	<p>Brian Wood advised that the next Motorcycle Safety Strategy Workshops was scheduled for September. Brian added that the Ministerial Motorcycle Advisory Council had not reconvened at this stage.</p> <p>Andrew Nicholls outlined the imminent administrative changes at the former Roads and Traffic Authority, noting that Transport for NSW will be responsible for the strategic policy, planning and control functions while transport, roads and maritime agencies will be responsible for operational functions.</p> <p>Christine Baird noted the NSW Road Safety Strategy was scheduled for release in September. Andrew added that it was possible that the NSW plan could be launched to coincide with the delivery of the NSW Budget on 6 September.</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

<p>(f) Update: Proposed Recreational Motorcycle Registration scheme</p>	<p>Andrew Nicholls confirmed that MAA representatives met with Working Party delegates from the Department of Premier and Cabinet, NSW Police and RTA on 15 August.</p> <p>Andrew noted that the MAA had worked with Finity Consulting in preparing costing estimates and had now commissioned a further consultancy to analyse the possible the Lifetime Care cost component.</p> <p>Andrew advised that the MAA would provide the costing analysis to the Department of Premier and Cabinet to consider as part of its proposal to Government.</p> <p>A detailed discussion followed concerning the proposal, particularly in relation to the threshold price above which riders would not purchase a recreational registration insurance product.</p> <p>Andrew summarised that the Department of Premier and Cabinet was the lead agency for this proposal, that it was the Roads Minister decision whether or not to create a new vehicle class and that it was important in the design and costing of any new scheme to avoid unintended consequences.</p> <p>Action: MAA to circulate to MCC delegates, its discussion paper on the proposal, presented at the last Motor Accidents Council meeting (subject to the approval of Council Chairman).</p>
<p>2. MOTORCYCLE RELATIVITIES AND DATA ISSUES</p> <p>(a) Ernst and Young review of motorcycle CTP pricing</p>	<p>Andrew Nicholls advised that he has waiting for clearance from the Minister's Office before releasing a copy of the review's report to MCC delegates.</p> <p>Andrew noted that the MAA had prepared a preliminary communications strategy and would potentially seek input from the MCC, depending on how the Government proceeded with this issue.</p>
<p>3. PROJECTS</p> <p>(a) MCC funded projects: safety video, funding application for 'Lithgow Region' motorcycling brochure, "Evaluation of Position for Road Safety 2010".</p>	<p>Christine Baird advised that the MAA's Injury Management Branch was reorganising the management of funded projects.</p> <p>Christine congratulated those involved with the development of the safety DVD's "Sharing the Road", noting that the MAA would be seeking the endorsement of the final contents by the Reference Group, before it gave final approval for the release of the DVD. Christopher Burns advised that the Roads and Traffic Authority had indicated that it was likely to give approval this week for the road safety content, particularly in relation to filtering, contained in the DVD.</p> <p>Action: Christine Baird to discuss with Brian Wood, out-of-session, to clarify MCC delegates' roles in project management, the remaining budget and appropriate future projects.</p>

MINUTES

**Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY**

(b) Update: Scoping study of on-line crash reporting tool	<p>Andrew Nicholls provided an update to the Working Party of the scoping work being done by Ajillon Consultants, based on the Western Australian model of an on-line crash reporting tool. Andrew outlined the benefits of the single interface, for example the facility for all parties to report an accident on-line, substantial streamlining of police claims and the improvement of business intelligence for roads authorities.</p> <p>During broader discussion, Rob Colligan queried why motorists and riders in NSW are only permitted to renew their registration on an annual basis (not six-monthly) once the grace period of late registration has expired.</p> <p>Action: Andrew Nicholls indicated that this is an RTA matter but he would raise the issue informally at the next MAA-RTA-CTP insurer Tripartite meeting.</p>
4. Other Business	Nil
5. Next Meeting	<p>Monday 14 November 3 p.m. MAA Board Room Level 25</p> <p>The meeting closed at 6.15 p.m.</p>

AGENDA

**Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY**

**Monday 14 November 2011, 3 p.m.
MAA Board Room: Level 25, 580 George Street, Sydney**

AGENDA	ITEM	PRESENTER	ACTION
1	WELCOME	Andrew Nicholls	Noting and Discussion
	o Attendees / Apologies	Andrew Nicholls	
2	MOTORCYCLE RELATIVITIES & DATA ISSUES	Various	Noting and Discussion
	o Presentation by Finity Consulting: Motorcycle Green Slip pricing	Estelle Pearson	
3	GENERAL BUSINESS	Various	Noting and Discussion
	o Previous Minutes and Actions Arising	Andrew Nicholls	
	o Update: Protective Clothing Working Party	Christine Baird	
	o Update: RTA Road Safety Strategy & Motorcycle Safety Strategy Workshops	Brian Wood/ Christopher Burns	
	o Update: Proposed Recreation motorcycle Registration	Andrew Nicholls	
4	PROJECTS	Various	Noting and Discussion
	o Draft Research proposal – road usage risk and CTP pricing	Christopher Burns	
	o Overview of Projects to date	Christine Baird	
	o Updates on brochures, Risk Rider videos, MUARC review, Motorcycle Safety Strategy: Funding Allocation for "Evaluation of Position for Road Safety 2010"	Christine Baird	
	o Planning for future projects	Christine Baird	
5	OTHER BUSINESS	Andrew Nicholls	Noting and Discussion
	o 2012 Meeting Schedule	Andrew Nicholls	

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

14 NOVEMBER 2011

<p>1 WELCOME AND GENERAL BUSINESS</p> <p>(a) Attendees/Apologies</p>	<p>The meeting opened at 3.10 p.m.</p> <p>Andrew Nicholls (Chair), Christopher Burns, Mary Hawkins, Christine Baird, Bruce Campbell, Brian Wood, David Baxter, John Ireland.</p> <p>In attendance: Estelle Pearson, Ada Lui (Finity Consulting).</p> <p>Apologies: Rob Colligan, Simon Disney, Suzanne Lulham</p>
<p>2. MOTORCYCLE RELATIVITIES AND DATA ISSUES</p> <p>(a) Presentation by Estelle Pearson, Finity Consulting</p>	<p>Andrew Nicholls introduced Estelle Pearson and Ada Lui from Finity Consulting. Andrew advised that the MAA had requested Finity to conduct further cost modelling on the motorcycle classes, including a review of price estimates under the previous (pre-1 July 2010) motorbike classifications but assuming lower relativities (from 1 January 2012) but possible higher base rates (currently under review). Andrew also advised that Finity had been requested to provide cost modelling to include a notional LAMS classification, despite the limited available data relating to that class. Andrew confirmed that the MAA would advise the Minister once Finity's review was finalised but wished to seek the MCC's feedback of the preview of the work done to date.</p> <p>Estelle Pearson then gave a presentation of Finity's preliminary findings, the details of which Andrew Nicholls requested remain confidential.</p> <p>Action: Finity Consulting to continue cost modelling. Item to be carried forward to next meeting.</p>
<p>3. GENERAL BUSINESS</p> <p>(a) Previous Minutes and Actions Arising</p> <p>(b) Update: Protective Clothing Working Party</p>	<p>The Minutes of the meeting held on 29 August 2011 were endorsed as circulated. The Actions Arising from that meeting were captured in each of this meeting's Agenda items noted below.</p> <p>Christine Baird advised delegates that the George Institute had recommended the introduction of a star-rating system to better inform riders comparing protective clothing before purchase. Christine added that Liz de Rome's final report was now due in February 2012. Christine anticipated that the issue would be raised at the May 2012 Heads of CTP Conference to gauge interest in a national uniform approach to the implementation of the rating system.</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY

<p>(c) Update: Road Safety Strategy & Motorcycle Safety Strategy Workshops</p> <p>(d) Update: Proposed recreational motorcycle registration scheme</p>	<p>Brian Wood advised that the NSW Centre for Road Safety from the RTA (now RMS, Roads and Maritime Services), hosted the final Motorcycle Safety Strategy workshop on 12 October. Brian added that the strategy is currently subject to the RMS approval process and that parts of the strategy will translate into the NSW and national road safety strategies.</p> <p>Bruce Campbell commented that as motorcycle numbers were increasing at a faster percentage than cars, it is difficult for the strategies to reduce the target figures for motorcyclist fatalities or injuries (if the level of fatalities remains stable this equates to a reduction on a percentage basis given the increased number of motorbikes on the road)</p> <p>Action: Any further information/timetables to be reported at future meetings; item to be carried forward to next meeting.</p> <p>John Ireland advised that the MAA was waiting for additional information from the DPC, (currently being prepared by Dave Robinson, author of the original discussion paper), estimating the likely number and type of motorcycles likely to be eligible for the proposed scheme. John advised that the MAA required the information to provide better information to its actuaries so that more accurate cost modelling can be undertaken.</p> <p>Andrew Nicholls acknowledged the concerns raised by MCC members about the time taken to advance this issue. Andrew clarified that the DPC proposal had altered from its original form and it was important for the MAA to provide accurate information about the CTP aspects of a proposed recreational motorcycle registration scheme.</p> <p>An alternative 'permit-based' scheme, (outside of the current CTP scheme), based on nominated usage areas and days as per the original proposal, was also discussed by delegates.</p> <p>Action: MAA to confirm the status of the proposal with DPC (out-of-session); item to be carried forward to next meeting.</p>
<p>4. PROJECTS</p> <p>(a) Draft research proposal: road usage risk & CTP pricing</p>	<p>Christopher Burns outlined the draft research proposal prepared by Dr Sukanto Bhattacharya (circulated), to explore a CTP pricing mechanism by developing a CTP claims database and road usage risk computation of counter-party risk for the different vehicle classes. Christopher noted paragraphs 3,4,5 and 7 to be of particular interest. Mary Hawkins commented that some of the data may already be available following data linkage work undertaken by the Transport and Road Safety Research Centre.</p> <p>Action: MAA to analyse the research proposal; item to be carried forward to the next meeting.</p>

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY

<p>(b) Overview of Projects to date</p> <p>(c)Updates on brochures, risk rider videos, MUARC review, funding allocation for "Evaluation of Position for Road Safety 2010"</p> <p>(d) Planning for future projects</p>	<p>Christine Baird summarised the current status of the various projects and noted that as approximately \$150,000 of the \$250,000 grant for motorcycle-related projects had now been spent, it was good time to review the project priorities for the remaining budget. It was suggested that a strategic approach to project planning was more useful than meeting random requests for small miscellaneous projects.</p> <p>Action: MCC to consider, out-of-session, the most effective way to spend the remaining project funding; item to be carried forward to next meeting.</p>
<p>5. OTHER BUSINESS</p> <p>2012 Meeting schedule</p>	<p>Andrew Nicholls updated delegates on the scoping work done by Ajillon Consultants towards the development of an on-line crash reporting tool in New South Wales, noting that more information will be available next year.</p> <p>Andrew proposed the quarterly meeting cycle continue next year. All delegates agreed that meetings would therefore be held in February, May, August and November, subject to confirmation.</p> <p>Action: MAA to propose meeting schedule for 2012 out-of-session.</p> <p>The meeting closed at 5.20 p.m.</p>



Impact of Changes to Motorcycle Relativities

FOR DISCUSSION ONLY

November 2011

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Background



- The MAA asked Finity estimate the impact of changes to the NSW CTP motorcycle premium relativities as follows -
 - Relativities and base premium to commence on 1 January 2012
 - Move current 5 classes to the 3 classes that were in force prior to 1 July 2010
 - Changes to discount/loadings for motorcycles which will reduce the average loading from 15% (as estimated by the MAA) to nil
- We have also done a preliminary examination of using LAMS in the relativity classifications
- *This presentation has been prepared for discussion with the MAA, Motorcycle Council and Motorcycle Alliance and is not to be distributed to any other parties.*

Assumptions



- Current average base premium (Metro Class 1) of \$379
 - each insurer's base premium will vary around this average, and as such, there will be a range of outcomes around the estimated average level
- Average increase of 8% on base premiums effective 1 January 2012 (provided by MAA)
- On average motorcycles have received a 15% loading each year through the operation of insurer discount/loading structures

Estimated Average Premiums



- These tables show the estimated average premium by motorcycle class and the corresponding changes in premium

Current category	Engine size	Policies	Average Premium				
			(a) Current	(c) 2012			
				(b) 2012 relativities	rels + new premium	(d) Three classes	(e) Bonus/malus
10(d)	<100ml	4,763	172	133	144	115	100
10(d)	101-225ml	24,891	178	138	149	238	207
10(e)	226-300ml	33,309	365	287	310	244	212
10(e)	301-725ml	41,326	361	284	306	454	395
10(f)	726-1125ml	43,888	534	431	465	463	402
10(g)	1126-1325ml	13,962	658	601	649	431	375
10(h)	>1325ml	22,143	590	524	566	441	383
ALL	ALL	184,282	423	349	377	377	328

Estimated Change in Average Premium



Current category	Engine size	Policies	Change in Average Premium				
			2012 rels		Three classes	Bonus/ malus	3 classes & bonus/ malus
			2012 relativities	+ new premium			
			(b) - (a)	(c) - (a)	(d) - (c)	(e) - (d)	(e) - (c)
10(d)	<100ml	4,763	-38	-28	-29	-15	-44
10(d)	101-225ml	24,891	-40	-29	89	-31	58
10(e)	226-300ml	33,309	-79	-56	-66	-32	-98
10(e)	301-725ml	41,326	-78	-55	148	-59	89
10(f)	726-1125ml	43,888	-103	-68	-2	-60	-63
10(g)	1126-1325ml	13,962	-57	-9	-218	-56	-274
10(h)	>1325ml	22,143	-66	-24	-125	-58	-183
ALL	ALL	184,282	-75	-47	0	-49	-49

Impact on Individual Policyholders



- Price changes for individuals will depend not only on changes to relativities or base premiums, but other factors including but not limited to:
 - Moving insurances from one insurer to another (the decision may not have anything to do with CTP)
 - Changes to an insurer's bonus/malus structure
 - Changes in personal circumstances (eg change of address)
- It is not possible to predict all circumstances that may affect an individual, but we have estimated some scenarios reflecting changes to discounts/loadings

Illustrative Impact on Individual Policyholders



Class	Vehicles	Max Disc to No Disc	Max Disc to Max Load	No Disc to Max Load
10d	29,654	-2	30	7
10e	74,635	-1	66	19
10f	43,888	10	111	42
10g	13,962	78	219	133
10h	22,143	56	179	102

Note: Individual insurer's base premiums will vary from the average, hence the ranges could be larger than quoted in this table.

Distribution & Use



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Third parties, whether authorised or not to receive this presentation, should recognise that the furnishing of this presentation is not a substitute for their own due diligence and should place no reliance on this presentation or the data contained herein which would result in the creation of any duty or liability by Finity to the third party.

Reliances & Limitations



Our advice is subject to the following important limitations

- We have relied on a number of assumptions provided by the MAA on the average loading currently applying to motorcycles, and the base premium change estimated to be effective 1 January 2012
- Reliance on the estimate of base premium

Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 27 February 2012 **Time:** 3 pm

Location: Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Mary Hawkins, Suzanne Lulham, Christopher Burns, David Madell
Brian Wood, Christine Baird, David Baxter, John Ireland

Apologies: Rob Colligan, Bruce Campbell

Chairperson: Andrew Nicholls

Minute Taker: John Ireland

Agenda Items

Item	Responsibility	Action
1. Welcome and apologies	Andrew Nicholls	Noting
2. Confirmation of previous Minutes	Andrew Nicholls	Noting
3. Previous Action Items (4-9 below)		
4. Finity Consulting Cost Modelling	Andrew Nicholls	Noting and discussion
5. Protective Clothing Working Party	Christine Baird	Noting and discussion
6. Road Safety & Motorcycle Safety Strategy	Brian Wood	Noting and discussion
7. Proposed recreational motorcycle registration scheme	Mary Hawkins	Noting and discussion
8. Draft research proposal Dr Bhattacharya CTP pricing		
9. Motorcycle Projects: remainder of funding	Christine Baird	Noting and discussion
10. On-line accident reporting tool	Andrew Nicholls	Noting and discussion
11. Rider Risk Video: report to MAA	Christopher Burns	Noting and discussion
12. Other Business		

My actions

Item	

Notes:

Next meeting: Monday 4 June 3 pm

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
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MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

27 FEBRUARY 2012

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.10 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Christopher Burns, Mary Hawkins, Suzanne Lulham, Christine Baird, Brian Wood, David Madell, Eric Tweneboa, John Ireland.</p> <p><u>Apologies:</u> Rob Colligan, Bruce Campbell, David Baxter</p> <p>Andrew Nicholls welcomed David Madell as a member of the Working Party and provided a summary of the activities of the Working Party in recent years. David summarised his previous experience in the insurance industry.</p> <p>Andrew noted that some of the joint MAA MCC projects were nearing completion and welcomed the opportunity for new projects to be raised through this forum.</p>
2. CONFIRMATION OF PREVIOUS MINUTES	<p>The Minutes of the meeting of 14 November 2011 were confirmed correct.</p>
3. PREVIOUS ACTION ITEMS	<p>Actions captured in items 4-10 below.</p>
4. FINITY CONSULTING COST MODELLING	<p>Andrew Nicholls recapped on the work done by Finity Consulting last year in cost estimating for variations on the current motorcycle relativity classes. Andrew noted that Finity was currently undertaking their annual work on the relativities of all of the vehicle classes in the scheme.</p> <p>The MCC delegates sought the inclusion of a new LAMS vehicle class in the CTP scheme. The Working Party was in agreement about the evidence of the risk disparity between LAMS and high-powered motorbikes. Andrew Nicholls noted however that 'cutting and dicing' the existing relativity categories re-created the problems faced following the 2010 changes in that new classifications shift the boundaries between price 'winners' and 'losers'. Andrew was concerned that another group of riders could experience a second significant price increase and suggested that more equitable results in the shorter term could be achieved through a closer analysis of the relativities and the manner in which the insurers apply bonus and malus within the scheme. As an example, Andrew referred to the reduced relativities for four of the five motorcycle classes (excepting 1126-1325cc) from 1 January 2012.</p> <p>David Madell questioned whether insurers might report to the MAA on the claims experience of each of the motor vehicle classes on a monthly basis. This led to a discussion about the current Green Slip Pricing Strategy review, which could include a review of the MAA's regulatory capacity and related issues such as insurer reporting and price-setting models. Andrew Nicholls indicated that the Terms of Reference for the review were likely to be announced before the next</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY COUNCIL

	<p>meeting and he invited the MCC to provide input to the review at that stage.</p> <p>Action: Item carried forward to next meeting Mary Hawkins and Eric Tweneboa to meet with David Madell to discuss Loss/Ratio information from insurers MAA to advise MCC when ToR for Review released</p>
5. PROTECTIVE CLOTHING WORKING PARTY UPDATE	<p>Christine Baird advised that she had received the George Institute's final report in which the introduction of an industry-funded star rating system to guide consumers was recommended. Christine advised that the Working Party would report to the Heads of CTP delegates for this national initiative to be discussed at the next HCTP meeting in May.</p> <p>Christine particularly acknowledged Brian Wood's contribution to this project.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Christine Baird to provide MCC with a copy of the report • Item to be carried forward to next meeting
6. ROAD SAFETY & MOTORCYCLE SAFETY STRATEGY	<p>Brian Wood advised that the MCC was anticipating the release of the NSW Motorcycle Safety Strategy shortly, at which time the MCC would seek funding from the MAA for the development and publication of its third Position for Safety.</p> <p>Action: Item carried forward to next meeting</p>
7. PROPOSED RECREATIONAL MOTORCYCLE REGISTRATION SCHEME	<p>The Working Party noted that the proposal appeared to have stalled and Mary Hawkins commented that there was uncertainty as to the actual DPC model for a recreational registration scheme. There was a general discussion about Finity Consulting's price modelling of a possible new CTP motorcycle category, the inclusion of LAMS motorcycles into any new class and the consideration of a 'permit' system operated outside of the motor accidents scheme. Andrew Nicholls indicated that the MAA would cost any risk profile provided by the DPC.</p> <p>Action: Item carried forward to next meeting. Note John Ireland contacted DPC Hunter on 28 February and was advised that, following input from Roads Ministry, the DPC was likely to contact the Govt agencies participating on the Working Party shortly to advance/review this project.</p>
8. DRAFT RESEARCH PROPOSAL: Dr Bhattacharya	<p>Mary Hawkins advised that the University of New South Wales was undertaking work on linking health accident and MAA data. Christine Baird added that the MAA is embarking on an on-line accident reporting project with RMS and Police to improve its statistical resources in this area (refer Item 10). Monash University Accident Research Centre also conducts research utilising accident data. Christopher Burns sought the MAA's response to Dr Bhattacharya's research proposal noting that the project could be improved and used as part of the MCC's third Position for Safety plan. It was agreed to later in the meeting (refer Item 9)</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY COUNCIL

	<p>that the proposal could be fully canvassed at the meeting to discuss future MAA MCC funding strategies.</p> <p>Action: Eric Tweneboa to provide Christopher Burns with data of claims made against and by motorcycle riders since 1999.</p>
9. MOTORCYCLE PROJECTS: Residual funding	<p>Christine Baird advised that approximately \$100,000 remained of the MCC NSW funding allocation. After a general discussion, the following was agreed upon:</p> <p>Actions: out-of-session meeting to be organised to discuss funding strategies concerning:</p> <ul style="list-style-type: none"> • Position for Safety 3 (following the release of the NSW Motorcycle Strategy Report by the Centre for Road Safety) • Draft research proposal for CTP pricing mechanism by Dr Sukanto Bhattacharya (refer Item 8) • Further marketing options for the distribution of the rider safety video/DVD (refer Item 11)
10. ON-LINE ACCIDENT REPORTING TOOL	<p>Andrew Nicholls briefly outlined that the project was developing in conjunction with Centre for Road Safety and NSW Police. Update to be provided at the next meeting.</p> <p>Action: Item carried forward to next meeting</p>
11. RIDER RISK VIDEO FEEDBACK	<p>Christopher Burns provided a summary of the positive feedback the MCC had received about the rider education videos released in October 2011. A copy of his report was distributed to the Working Party members. The Working Party agreed that there was scope for marketing of the videos in DVD format (refer Item 9)</p> <p>Action: Item carried forward to next meeting (to item 9)</p>
12. OTHER BUSINESS	<p>Nil</p> <p>The meeting closed at 5.40 p.m.</p> <p>Next meeting: 4 June, 3 pm</p>



Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 18 June 2012 **Time:** 3 pm

Location: Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Christopher Burns, Mary Hawkins, Suzanne Lulham, Christine Baird, Brian Wood, David Madell, Bruce Campbell, David Baxter, Rob Colligan

Apologies: John Ireland

Chairperson: Andrew Nicholls

Minute Taker: Christine Baird

Agenda Items

Item		Responsibility	Action
1.	Welcome and apologies	Andrew Nicholls	Noting
2.	Confirmation of previous Minutes	Andrew Nicholls	Noting
3.	Previous Action Items (4-11 below)		
4.	Green Slip Pricing Strategy: Terms of Reference	Andrew Nicholls	Noting and discussion
5.	Protective Clothing Working Party Update	Christine Baird	Noting and discussion
6.	NSW Motorcycle Safety Strategy	Brian Wood	Noting and discussion
7.	Proposed recreational motorcycle registration scheme	Mary Hawkins	Noting and discussion
8.	Draft research proposal Dr Bhattacharya	Christopher Burns	Noting and discussion
9.	Motorcycle Projects: remainder of funding	Christine Baird	Noting and discussion
10.	On-line accident reporting tool	Andrew Nicholls	Noting and discussion
11.	Rider Risk Video: possible marketing in DVD format	Christopher Burns	Noting and discussion
12.	Centre for Road Safety: Motorcycle Attitudinal Quantitative Research Study	Christine Baird	Noting

My actions

Item	
Notes:	
Next meetings: Monday 27 August 3 pm; then Monday 19 November 3pm	

MINUTES

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MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

18 JUNE 2012

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.00 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Christopher Burns, Rob Colligan, Mary Hawkins, David Baxter, Christine Baird (MINUTES)</p> <p><u>Apologies:</u> Suzanne Lulham, Brian Wood , Bruce Campbell, Eric Tweneboa, John Ireland.</p> <p>Christopher Burns that David Madell is unable to continue to participate as a member of the Working Party due to a conflict of interest with his work in the insurance industry.</p>
2. CONFIRMATION OF PREVIOUS MINUTES	<p>The Minutes of the meeting of 27 February 2012 were confirmed correct with the exception of action item 4 – meeting between Eric Tweneboa, Mary Hawkins & David Maddell. This meeting did not occur and due to David's withdrawal and will be rescheduled once the MCC has details of what is required.</p>
3. ACTION ITEMS from MINUTES	<p>Actions captured below.</p>
4. MOTORCYCLE RELATIVITIES	<p>Andrew Nicholls noted that the information provided in agenda items 4-6 were inter-related and integrated in the CTP pricing strategy which is underway. Findings would be incorporated in issues paper to be provided to the Minister for consideration. The meeting was asked to retain confidentiality of the information provided as it has not yet been released.</p> <p>Finity presented outcomes of most recent review of motorcycle relativities using data to September 2011. Key information and discussion:</p> <ul style="list-style-type: none"> • Recommendations will likely apply from January 2013 • Reduction in relativities continuing in all groups except 10 (h) • Analysis of information regarding the type of bikes may inform issue further • Communication strategy to be developed with motorcycling representatives regarding the increase for 10(h) • ANF costs reduced from \$11 → \$5 • Motorcycles have more ANFs / registration than other vehicle types <p>ACTION: Rob Colligan to receive copy of presentation from previous meeting</p>
5. GREEN SLIP PRICING	<p>The Terms of Reference were discussed and the MCC advised that consultations</p>

MINUTES

Motor Accidents Authority of NSW Motorcycle Council of NSW WORKING PARTY COUNCIL

STRATEGY – Terms of Reference	would be conducted once the Issues Paper was released publicly.
6. EY ANALYSIS ON MOTORCYCLE RELATIVITIES	The presentation prepared by Ernst and Young on analysis of relativities was presented to the meeting.
7. PROTECTIVE CLOTHING WORKING PARTY UPDATE	Report was tabled at the Heads of CTP Conference in May 2012 TAC is funding study into feasibility of testing regime. Recommendations of both studies will be jointly considered by HoCTP Conference in November 2012 NO ACTION
8. NSW MOTORCYCLE SAFETY STRATEGY	The NSW Centre for Road Safety has deferred separate release of the Motorcycle Safety Strategy. Will be included in release of NSW Road Safety Strategy due in June 2012 Motorcycle Safety Strategy Initiatives are being presented to stakeholder group on June 22 2012 NO ACTION
9. PROPOSED RECREATIONAL MOTORCYCLE REGISTRATION SCHEME	No further update or information has been received from the DPC NO ACTION
10. DRAFT RESEARCH PROPOSAL: Dr Bhattacharya	ACTION: Chris Burns to ask Dr Bhattacharya for details of data required for the proposed research
11. MOTORCYCLE PROJECTS: Residual funding	Options for projects were discussed and included: <ul style="list-style-type: none"> • Production of Rider Risk DVDs for RMS to distribute with motorcycle licences / registrations • Motorcycle risk / hazard advice informed by audits could be addressed via local council projects such as brochures or road side signage • Instrumented motorcycle to inform motorcycle audits ACTION: <ol style="list-style-type: none"> 1. Christine Baird will discuss with NSW Centre for Road Safety for delivery under the MoU or via project funding 2. Rob Colligan is researching costs for instrumented bike
12. ON-LINE ACCIDENT REPORTING TOOL	Project cannot be progressed until release of next phase of CRASHLINK by CRS which is expected in October. ACTION: Defer to November meeting for update
13. RIDER RISK VIDEO FEEDBACK	Feedback continues to be positive. NSW CRS has agreed to distribute to learner drivers via licensing or registration interface. Discussed at ITEM 11 re options for MAA funding support through collaboration with CRS
14. ATTITUDINAL SURVEY	Advised that MAA hosted the CRS recent survey. Comments regarding information to be directed to the Centre

MINUTES

Motor Accidents Authority of NSW
Motorcycle Council of NSW
WORKING PARTY
COUNCIL

15. OTHER BUSINESS	<p>The meeting closed at 6.30 p.m.</p> <p>Next meeting: 27 August 2012 at 3 pm</p>
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Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 27 August 2012 **Time:** 3 pm

Location: Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Christopher Burns, Christine Baird,
Bruce Campbell, David Baxter, Rob Colligan

Apologies: Brian Wood, Suzanne Lulham

Chairperson: Andrew Nicholls

Minute Taker: John Ireland

Agenda Items

Item		Responsibility	Action
1.	Welcome and apologies	Andrew Nicholls	Noting
2.	Confirmation of previous Minutes	Andrew Nicholls	Noting
3.	Previous Action Items :		Refer Action Items/Project schedule
4.	Pricing Strategy Update	Andrew Nicholls	Noting
5.	Draft research proposal: Dr Bhattacharya	Christopher Burns	Noting
6.	Motorcycle Projects: residual funding	Christine Baird	Noting
7.	Other business	All	Noting

Notes:

Next meeting: Monday 19 November 3 pm MAA Board Room Level 25, 580 George St

MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

27 AUGUST 2012

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.20 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Christopher Burns, Rob Colligan, Sue Freeman, Christine Baird, John Ireland (Minutes)</p> <p><u>Apologies:</u> Brian Wood, David Baxter, Suzanne Lulham</p> <p>Andrew Nicholls welcomed Sue Freeman back into the Working Party and advised MCC delegates of MAA staffing changes and of the creation of a single Board for the Safety, Return to Work and Support Division.</p>
2. CONFIRMATION OF PREVIOUS MINUTES	<p>The Minutes of the meeting of 18 June 2012 were confirmed as correct.</p>
3. ACTION ITEMS AND PROJECT SCHEDULE	<p>Andrew Nicholls noted the introduction of the attached schedule to better record Actions to be taken following each Working Party meeting and to keep track of non-active items/projects.</p> <p>All new or updated actions arising from this meeting have been updated on the schedule for confirmation or discussion at the November meeting.</p> <p>Secretariat's note: I propose that in future meetings, any ongoing (not completed) items where there was no specific action carried forward from the last meeting, will be included on the agenda to ensure they are not overlooked in the Working Party's discussions. This approach can be reviewed at any time.</p>
4. PRICING STRATEGY UPDATE	<p>Andrew Nicholls confirmed that once the Green Slip Pricing Strategy Issues Paper is released by the NSW Government, the MCC will be able to formally comment.</p> <p>Item included as an ongoing issue on ACTION schedule.</p>
5. DRAFT RESEARCH PROPOSAL: Dr Bhattacharya	<p>Discussion re the researchers' methodology and data needs. Andrew Nicholls suggested that once further information was obtained about the proposal, the MAA would be pleased to arrange a teleconference to discuss it further. Andrew noted the project could benefit from peer review/evaluation process</p> <p>Action: Christopher Burns to contact Dr Bhattacharya to clarify what MAA data or other information is required. Item noted on ACTION schedule.</p>
6. MOTORCYCLE PROJECTS: Residual funding	<p>Options for projects were discussed and included:</p> <ul style="list-style-type: none"> • Distribution by RMS of Rider Risk DVD's with learner licences and/or rider registration • Road audit process and possibility of funding 'Guidelines for Conducting an Audit', or similar document. • Research project studying damaged motorcycle protective gear <p>Action: Christine Baird to contact RMS re potential numbers and methodology in distributing Rider Risk DVD's</p>

MAA MOTORCYCLE WORKING PARTY

2012 MEETINGS: ACTION ITEMS AND PROJECT SCHEDULE

Meeting date 2012	Item number/topic	Responsibility	Opened	Due date	Completed	Update/comments
27 August	Item 7. Other Business Rider Risk DVD to Aboriginal Rugby League Cup participants	Christine Baird	27 August	Late September		Event to be held in Raymond Terrace 29 September to 1 October Christine Baird will liaise with Chris Burns re master version of DVD
18 June 27 Aug	Item 5: Green Slip pricing strategy		18 June	Ongoing		MCC to consult once Pricing Strategy issues paper is publicly released by Govt
18 June 27 Aug	Item 7: Protective Clothing Working Party Update	Christine Baird	18 June	Ongoing: next update at meeting on 4 December		Recommendations of studies to be considered at HCTP meeting 30 Nov
18 June 27 Aug	Item 8: NSW Motorcycle Safety Strategy	Brian Wood	18 June	Ongoing		NSW Road Safety Strategy in consultation phase: NSW Motorcycle Strategy yet to be released as a separate strategy
18 June	Item 9: Proposed Recreational motorcycle registration scheme		18 June	Ongoing		Proposal led by Department of Premier and Cabinet; no recent updates

27 Aug	(a)Distribution of Finity pricing paper (Dec 2011) to Rob Colligan and Christopher Burns					
18 June 27 Aug	Item 10: Draft research proposal: Dr Bhattacharya	Christopher Burns	18 June	Meeting of 10 December		Christopher Burns to provide details of the data required for the proposed research
18 June 27 Aug	Item 11: Motorcycle Projects: residual funding a) Possible distribution of Rider risk DVD's with learner licence/registration papers b) Road safety audit funding c) Imminent consultation period for RMS campaign "Share the Road"	Christine Baird Rob Colligan	18 June	Meeting of 10 December		a) Christine Baird to contact RMS re potential numbers/methodology b) Christine Baird to revisit existing RMS strategy with CRS; raise possibility of funding a "Guideline for Conducting a Motorcycle Audit", or similar project c) MCC to provide feedback to RMS re car/motorcycle aspect of campaign, via CRS consultation process
18 June 27 Aug	Item 12: Development of On-line Accident reporting tool	Andrew Nicholls	18 June	Meeting of 10 December		Waiting for next phase of CRS Crashlink

	Extension of NSW Govt portal "Bicycle information for NSW cyclists: Report a Safety Hazard" to be available for motorcyclists					Christine Baird to contact RMS? with this proposal
18 June 27 Aug	Item 4: Motorcycle Relativities (part 1) Release of Finity presentation re motorcycle relativities to Rob Colligan		18 June	Ongoing		Finity presentation not yet released, release subject to Finity approval
18 June 27 Aug	Item 4: Motorcycle Relativities (part 2) Average motorcycle premiums at June 2010	David Baxter	17 Aug (request clarified)	Meeting of 27 August	28 Aug	Scheme Performance data circulated to Christopher Burns and Rob Colligan by 28 Aug



Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 10 December 2012 **Time:** 3:30 pm

Location: Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Christopher Burns, Christine Baird, John Ireland
Bruce Campbell, David Baxter, Rob Colligan, Brian Wood, Suzanne Lulham

Apologies:

Chairperson: Andrew Nicholls

Minute Taker: John Ireland

Agenda Items

Item		Responsibility	Action
1.	Welcome and apologies	Chair	Noting
2.	Confirmation of previous Minutes	Chair	Noting
3.	Previous action items/project updates	Various	Refer to action items/project schedule
4.	RMS road numbering system	Brian Wood	Noting/discussion
5.	Staysafe 2013 inquiry (Non-registered motorised vehicles)	John Ireland	Noting/discussion
6.	2013 meeting schedule/intervals	Chair	Discussion
7.	Other Business	All	Noting

Notes:

Next meeting: 2013 schedule to be advised

MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

10 DECEMBER 2012

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.40 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Christopher Burns, Brian Wood, Sue Freeman, Christine Baird, John Ireland (Minutes)</p> <p><u>Apologies:</u> Rob Colligan, David Baxter, Suzanne Lulham</p>
2. CONFIRMATION OF PREVIOUS MINUTES	The Minutes of the meeting of 27 August 2012 were confirmed as correct.
3. ACTION ITEMS AND PROJECT SCHEDULE	Actions arising have been updated on the attached schedule.
4. RMS ROAD NUMBERING SYSTEM	<p>Brian Wood noted that the newly proposed RMS road numbering system in NSW could facilitate a recreational registration scheme in NSW by linking motorbike usage to specific roads, as in the Victorian recreational motorcycle scheme. Noting the differences between the legislation and the schemes operating in both States, the Working Party agreed that the introduction of such a system within a recreational registration scheme could reduce CTP insurer's exposure to risk and was interested to know if Finity Consulting could remodel its earlier cost estimates based on road usage as a condition of a recreational registration scheme.</p> <p>Action: Sue Freeman to contact Finity Consulting (action list refers)</p>
5. STAYS SAFE 2013 INQUIRY INTO NON-REGISTERED MOTORISED VEHICLES	<p>Andrew Nicholls informed attendees about the pending Staysafe Committee Inquiry into non-registered motorised vehicles, scheduled to commence in February 2013. Andrew noted that the MAA would likely participate given that 'insurance implications' were included in the Terms of Reference. Although the information currently available does not confirm that the Inquiry will consider the use of recreational off-road bikes, the MCC may wish to monitor the Parliamentary website or contact the Committee to determine if it should prepare a submission.</p> <p>Action: Working Party to monitor this Inquiry as it applies to non-registered motorcycles</p>
6. 2013 MEETING SCHEDULE	<p>Attendees agreed that the quarterly schedule should continue in 2013, noting that Monday at 3:30pm was a suitable time for current Working Party members.</p> <p>Action: Proposed 2013 meeting dates; 4 March, 17 June, 2 September and 2 December, 3:30 pm MAA Board Room</p>
7. OTHER BUSINESS	<p>Christine Baird advised that the MAA has approved funding to the Motorcycle Alliance for seven roadside educational stands on recreational riding routes between September and November.</p> <p>Action: Rob Colligan invited to provide a verbal report at the next meeting.</p> <p>The meeting closed at 5.15 p.m. Next meeting: Monday 4 March 3:30pm, MAA Board Room</p> <p>NB: ACTION ITEMS AND PROJECT SCHEDULE ATTACHED BELOW</p>

MAA MOTORCYCLE WORKING PARTY
2012 MEETINGS: ACTION ITEMS AND PROJECT SCHEDULE

Meeting date 2012	Subject	Responsibility	Opened	Due date	Completed	Update/comments
10 Dec	Staysafe 2013 Inquiry into non-registered motorised vehicles	All	10 Dec	Ongoing		Action: Working Party to monitor this inquiry as it applies to non-registered motorcycles
10 Dec	MAA funding of roadside educational stands	Rob Colligan	10 Dec	4 March		Action: Rob Colligan to provide verbal update
18 June 27 Aug 10 Dec	Green Slip pricing strategy	Andrew Nicholls	18 June	Ongoing		MCC to consult once Pricing Strategy issues paper is publicly released by Govt
18 June 27 Aug 10 Dec	Protective Clothing Working Party Update	Christine Baird	18 June	Ongoing		<ul style="list-style-type: none"> Discussed at Heads CTP 30 Nov HCTP Road Safety Committee established to advance project from research to delivery phase and to engage with the 'entity' likely to implement rating system Andrew Nicholls discussing with Janet Dore TAC in Jan 2013 Report to next HCTP May 2013
18 June 27 Aug 10 Dec	NSW Motorcycle Safety Strategy	Brian Wood Christine Baird	18 June	Ongoing		Release of NSW Motorcycle Safety Strategy, together with Road Safety Strategy anticipated shortly.

Meeting date 2012	Subject	Responsibility	Opened	Due date	Completed	Update/comments
18 June 27 Aug 10 Dec	Proposed recreational motorcycle registration scheme	All	18 June	Ongoing		<ul style="list-style-type: none"> Proposal thought to be led by Department of Premier and Cabinet in conjunction with RMS; no recent updates MAA/MCC to monitor Staysafe Inquiry into non-registered motorised vehicles which may include recreational/off-road bikes ACTION: Sue Freeman to contact Finitivity re the possibility of reviewing their earlier cost analysis based on a reduced road exposure model using the new RMS road numbering system
18 June 27 Aug 10 Dec	Motorcycle Projects: residual funding a) Possible distribution of Rider risk DVD's with learner licence/registration papers b) Road safety audit funding	Christine Baird MCC	18 June	Ongoing		a) RMS prepared to store & distribute 20,000 DVD's to Learn to Ride schools in first year (at a cost of \$27K or \$1.40 ea). Uncertainty as to whether RMS or MCC project budget will pay. Action: Christopher Burns to clarify the funding arrangements with RMS and advise MAA b) Christine Baird to clarify CRS position re MCC members receiving audit training with a view to VOLUNTEER in safety audits
18 June 27 Aug 10 Dec	Development of On-line Accident reporting tool	Andrew Nicholls	18 June	Ongoing		Waiting for next phase of CRS Crashlink which would integrate MAA data; (integration of police and health data being the current priority; Heads CTP collaboration confirmed at Nov meeting

FINALISED MATTERS						
Meeting date 2012	Subject	Responsibility	Opened	Due date	Completed	Update/comments
18 June 27 Aug 10 Dec	Draft research proposal: Dr Bhattacharya	Christopher Burns	18 June	Ongoing	10 Dec	Brian Wood proposed that this issue be taken off-line and that MCC would deal with David Baxter and Christine Baird once proposal details were clarified
18 June 27 Aug	Motorcycle Relativities) Release of Finity presentation re motorcycle relativities to Rob Colligan		18 June	Ongoing	12 Dec 2012	Link to MAA Schedule of Premium Relativities effective from 1 February 2013 distributed to MCC members
18 June 27 Aug 10 Dec	Extension of NSW Govt portal "Bicycle information for NSW cyclists: Report a Safety Hazard" to be available for motorcyclists	Christine Baird MCC		10 Dec		Christine Baird contacted RMS re this proposal; not their portal. MCC to continue negotiations re other options; e.g. webportals, smart phone apps
18 June 27 Aug	Motorcycle Relativities Average motorcycle premiums at June 2010	David Baxter	17 Aug (request clarified)	Meeting of 27 August	28 Aug	Scheme Performance data circulated to Christopher Burns and Rob Colligan by 28 Aug
27 August	Other Business Rider Risk DVD to Aboriginal Rugby League Cup participants	Christine Baird	27 Aug	Late September	October	Event to be held in Raymond Terrace 29 September to 1 October Christine Baird will liaise with Chris Burns re master version of DVD Thanks to Christopher Burns; DVD's were delivered to the event and were positively received
27 Aug 2012	Motorcycle Projects: residual funding Imminent consultation period for RMS 'Share the Road' campaign	Christine Baird MCC	27 Aug			Will be addressed as part of the Motorcycle Safety Strategy when released by CRS, Transport for NSW (not specifically discussed at meeting of 10 Dec)



Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 10 December 2012 **Time:** 3:30 pm

Location: Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Christopher Burns, Christine Baird, John Ireland
Bruce Campbell, David Baxter, Rob Colligan, Brian Wood, Suzanne Lulham

Apologies:

Chairperson: Andrew Nicholls

Minute Taker: John Ireland

Agenda Items

Item		Responsibility	Action
1.	Welcome and apologies	Chair	Noting
2.	Confirmation of previous Minutes	Chair	Noting
3.	Previous action items/project updates	Various	Refer to action items/project schedule
4.	RMS road numbering system	Brian Wood	Noting/discussion
5.	Staysafe 2013 inquiry (Non-registered motorised vehicles)	John Ireland	Noting/discussion
6.	2013 meeting schedule/intervals	Chair	Discussion
7.	Other Business	All	Noting

Notes:

Next meeting: 2013 schedule to be advised



Meeting agenda

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 4 March 2013 **Time:** 3:30 pm

Location: MAA Board Room, Level 25, 580 George Street

Attendees: Andrew Nicholls, Sue Freeman, Christopher Burns, Dave Cooke, Brian Wood, Christine Baird, John Ireland, Eric Tweneboa

Apologies: David Baxter, Suzanne Lulham

Chairperson: Andrew Nicholls

Minute Taker: John Ireland

Agenda Items

Item		Responsibility	Action
1.	Welcome and apologies	Chair	Noting
2.	Confirmation of previous Minutes	Chair	Noting
3.	Reforms to the NSW CTP scheme	Andrew Nicholls	Discussion
4.	Previous action items/project updates	Various	Refer to action items/project schedule
5.	Other Business	All	Noting

Notes:

Next meeting: Monday 17 June 3:30pm MAA Board Room

MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

4 MARCH 2013

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.35 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Sue Freeman, Christopher Burns, Brian Wood, Dave Cooke, Christine Baird, Eric Tweneboa, John Ireland (Minutes)</p> <p><u>Apologies:</u> David Baxter, Suzanne Lulham</p> <p>Andrew Nicholls welcomed Dave Cooke, representing the NSW Motorcycle Alliance in place of Rob Colligan who has moved interstate.</p>
2. CONFIRMATION OF PREVIOUS MINUTES	<p>The Minutes of the meeting of 10 December 2012 were confirmed as correct.</p>
3. REFORMS TO THE NSW CTP SCHEME	<p>Andrew confirmed that the Government has released a policy statement "Reforms to the NSW CTP Green Slip Insurance Scheme" and that the public consultation period is open until 5 April. Andrew outlined the key structural changes in the proposal, following which the Working Party discussed at length the possible consequences for riders relating to Green Slip prices and benefits available under the new Scheme.</p> <p>Andrew indicated that an initial out-of-session meeting specifically relating to motorcycle issues will be scheduled for April or May.</p> <p>(item also listed on Action Items and Project Schedule)</p>
4. ACTION ITEMS AND PROJECT SCHEDULE	<p>All projects and ongoing 'action' items were discussed. The attached schedule has been updated and will be again before the June meeting subject to out-of-session work.</p>
7. OTHER BUSINESS	<p>No other business.</p> <p>The meeting closed at 6.20 p.m; next meeting: Monday 17 June 3:30pm</p> <p>NB: ACTION ITEMS AND PROJECT SCHEDULE ATTACHED BELOW</p>

MAA MOTORCYCLE WORKING PARTY
2012-2013 MEETINGS: ACTION ITEMS AND PROJECT SCHEDULE

Meeting date	Subject	Responsibility	Opened	Due date	Completed	Update/comments
10.12.12 4.3.13	Staysafe 2013 Inquiry into non-registered motorised vehicles	All	10.12.12	15.3.13	Ongoing	Action: MAA preparing submission for inclusion in Transport for NSW's whole-of-Govt submission to the inquiry.
10.12.12 4.3.13	MAA funding of roadside educational stands	Dave Cooke	10.12.12	Ongoing	Ongoing	<ul style="list-style-type: none"> 5 of the 7 days have been held Action: Dave Cooke to discuss remaining two days with Christine Baird (DONE)
18.6.12 27.8.12 10.12.12 4.3.13	Green Slip scheme reform process	Andrew Nicholls	18.6.12	Ongoing	Ongoing	<ul style="list-style-type: none"> Policy document "Reforms to the NSW CTP Green Slip Insurance Scheme", a high-level statement of intent, was publicly released on 17 February Consultation period until 5 April Action: John Ireland to arrange an out-of-session Working Party meeting in April or May, as part of the stakeholder consultation process of the scheme reform.
18.6.12 27.8.12 10.12.12 4.3.13	Protective Clothing Working Party Update	Christine Baird	18.6.12	Ongoing	Ongoing	<ul style="list-style-type: none"> Following HCTP in November, Phase 2 (testing/standards), is being referred to HCTP Road Safety Group, which will meet for the first time before the May HCTP meeting HCTP Road Safety Group will engage relevant stakeholders for next stage Report to next HCTP May 2013 Actions: -Brian Wood to provide Christine Baird with names of possible participants of stakeholder engagement process (DONE) - Christine Baird to provide Dave Cooke with the Executive Summary of the report.

Meeting date	Subject	Responsibility	Opened	Due date	Completed	Update/comments
18.6.12 27.8.12 10.12.12 4.3.13	Proposed recreational motorcycle registration scheme	All	18.6.12	Ongoing	Ongoing	<ul style="list-style-type: none"> DPC, as lead agency, has asked MAA to update costing projections MAA/Motorcycle Council/Alliance to monitor Staysafe Inquiry into non-registered motorised vehicles which may consider recreational registration for off-road bikes <p>Action: Eric Tweneboa to provide Chris Burns with updated data indicating make and model of at-fault motorcycles subject to CTP claims (DONE)</p>
18.6.12 27.8.12 10.12.12 4.3.13	Motorcycle Projects: residual funding a) Possible distribution of Rider risk DVD's with learner licence/registration papers b) Hornsby Council interested in motorcycle safety project	Christine Baird MCC	18.6.12	Ongoing	Ongoing	a) RMS prepared to distribute, but not fund 20,000 DVD's to Learn to Ride schools in first year. MAA approved ongoing expenditure from MCC grant for remastering DVD menu, art work, sleeve production and survey feedback mechanism <p>Action: Brian Wood, Christopher Burns and Christine Baird to progress project out-of-session</p> b) Action: Brian Wood to establish the objectives of the project so that campaign can be developed and considered by MAA
18.6.12 27.8.12 10.12.12 4.3.13	Draft research proposal: Dr Bhattacharya	Christopher Burns	18.6.12	Ongoing		<ul style="list-style-type: none"> MAA has confirmed data extraction is feasible Brian Wood advised Dr Bhattacharya to wait until scheme reforms are better defined before proceeding

FINALISED MATTERS						
Meeting date	Subject	Responsibility	Opened	Due date	Completed	Update/comments
18.6.12 27.8.12 10.12.12 4.3.13	Motorcycle Projects: residual funding Funding for auditor accreditation	Christine Baird MCC	18.6.12		4.3.13	CRS advised that MCC representatives on audit teams don't need accreditation
18.6.12 27.8.12 10.12.12 4.3.13	Development of On-line Accident reporting tool	Andrew Nicholls	18.6.12	Ongoing	4.3.13	Project has been absorbed by scheme reform process for 2013
18.6.12 27.8.12	Motorcycle Relativities) Release of Finity presentation re motorcycle relativities to Rob Colligan		18.6.12		12.12.12	Link to MAA Schedule of Premium Relativities effective from 1 February 2013 distributed to MCC members
18.6.12 27.8.12 10.12.12	Extension of NSW Govt portal "Bicycle information for NSW cyclists: Report a Safety Hazard" to be available for motorcyclists	Christine Baird MCC				Christine Baird contacted RMS re this proposal; not their portal. MCC to continue negotiations re other options; e.g. webportals, smart phone apps
18.6.12 27.8.12	Motorcycle Relativities Average motorcycle premiums at June 2010	David Baxter	17.8.12	Meeting of 27.8.12	28.8.12	Scheme Performance data circulated to Christopher Burns and Rob Colligan by 28 Aug
27.8.12	Other Business Rider Risk DVD to Aboriginal Rugby League Cup participants	Christine Baird	27.8.12	Late September 2012	October 2012	Event to be held in Raymond Terrace 29 September to 1 October Christine Baird will liaise with Chris Burns re master version of DVD Thanks to Christopher Burns; DVD's were delivered to the event and were positively received
27.8.12	Motorcycle Projects: residual funding Imminent consultation period	Christine Baird MCC	27.8.12			Will be addressed as part of the Motorcycle Safety Strategy when released by CRS, Transport for NSW (not specifically

	for RMS 'Share the Road' campaign					discussed at meeting of 10 Dec)
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Meeting agenda

Motor Accidents Authority

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 17 June 2013 **Time:** 3:30pm – 4:30pm

Location: MAA Boardroom, Level 25, 580 George Street

Attendees: Andrew Nicholls, Sue Freeman, Graeme Adams, David Baxter, Suzanne Lulham, Christopher Burns, Dave Cooke, Brian Wood, Christine Baird, Louise Hirst

Chairperson: Sue Freeman

Minute taker: Louise Hirst

Agenda Items

Item		Responsibility	Timeframe
1.	Welcome and apologies	Chair	3:30 – 3:35
2.	Injury prevention and motorcycle road safety	Christine Baird	3:35 – 4:00
3.	Reforms to the NSW CTP Scheme <ul style="list-style-type: none"> ► Update on reform process ► How motorcycle premiums will be determined 	Sue Freeman Graeme Adams	4:00 – 4:30
4.	Close		4:30

Notes:

Meeting agenda

Motor Accidents Authority

Meeting purpose: MAA Motorcycle Working Party

Date: Monday 17 June 2013 **Time:** 3:30pm – 4:30pm

Location: MAA Boardroom, Level 25, 580 George Street

Attendees: Andrew Nicholls, Sue Freeman, Graeme Adams, David Baxter, Suzanne Lulham, Christopher Burns, Dave Cooke, Brian Wood, Christine Baird, Louise Hirst

Chairperson: Sue Freeman

Minute taker: Louise Hirst

Agenda Items

Item	Responsibility	Timeframe
1. Welcome and apologies	Chair	3:30 – 3:35
2. Injury prevention and motorcycle road safety	Christine Baird	3:35 – 4:00
3. Reforms to the NSW CTP Scheme <ul style="list-style-type: none"> ► Update on reform process ► How motorcycle premiums will be determined 	Sue Freeman Graeme Adams	4:00 – 4:30
4. Close		4:30

Notes:

MINUTES OF THE MAA MOTORCYCLE WORKING PARTY

17 June 2013

1 WELCOME AND APOLOGIES	<p>The meeting opened at 3.35 p.m.</p> <p><u>In attendance:</u> Andrew Nicholls (Chair), Christopher Burns, Brian Wood, Dave Cooke, Sue Freeman, Graeme Adams, Louise Hirst (Minutes)</p> <p><u>Apologies:</u> Christine Baird, Suzanne Lulham, David Baxter</p>
2. CONFIRMATION OF PREVIOUS MINUTES	<p>The Minutes of the meeting of 4 March 2013 were confirmed as correct.</p>
3. UPDATE ON CTP REFORMS – HW MOTORCYCLE PRICES WILL BE DETERMINED	<p>Andrew Nicholls referred to discussions about the proposed CTP reforms at the previous meeting and a subsequent meeting at the Minister's office, and noted that the proposed Bill is currently in the Upper House. Mr Nicholls confirmed that this meeting is not the forum to debate policy questions which are a matter for government, but can assist by answering technical questions.</p> <p>Mr Nicholls advised that a staged transition has been discussed, with premium prices dropping prior to the commencement of the reformed scheme and thereafter with price ranges guided by the MAA. Mr Nicholls confirmed keeping premiums affordable for high risk vehicles under a no-fault scheme (such as motorcycles) is a key priority of the reform proposal, while other aspects such as review of vehicle classes and rating factors will be considered subsequently, and not before the second half of 2014.</p> <p>Mr Graeme Adams from Finity, who is advising the MAA regarding premium setting under the proposed reforms, gave a short presentation outlining the current approach and proposed future approach to cross subsidisation of higher risk groups and outlined how a risk equalisation pool would work (see attached).</p> <p>In response to questions, it was confirmed that:</p> <ul style="list-style-type: none"> • There is no prospect that motorcycle premiums will increase to \$2,000 under the proposed reforms • The proposed Bill includes reference to MAA powers to regulate premiums • Under the proposed reforms motorcyclists would see no change to risk factors and

	<p>no increase in current premiums, over and above inflation</p> <ul style="list-style-type: none"> • Current relativities are based on the cost of claims actually made against motorcycle policies • Some motorcycle relativities are lower than those for passenger vehicles • Motorcycles do pay a higher LTCS levy than passenger vehicles • A risk equalisation pool would be a permanent feature of the reformed scheme <p>Action: Motorcycle representatives to provide a list of 'FAQ's' for MAA to provide responses to – issues include price, access to legal advice, 5 year cut-off of economic loss benefits, 'winners and losers' under the reforms</p>
4. INJURY PREVENTION AND MOTORCYCLE ROAD SAFETY	<p>Mr Nicholls confirmed MAA's ongoing commitment to motorcycle safety and the significant ongoing funding of the NSW Motorcycle Strategy now in place. Discussion of pending funding items to be progressed out of session.</p> <p>Action: Christine Baird to follow up with Brian Wood.</p>
5. OTHER BUSINESS	<p>The meeting closed at 5.35 p.m.</p> <p>Next meeting: Monday 2 September 3:30pm, MAA Board Room</p>



Why CTP Scheme reform will not increase motorcycle premiums

(17 June 2013)

Motor Accidents Authority



- Current scheme:
 - In the current scheme each region and each vehicle class collects enough premium to pay for its own claims – except motorcycles.
 - Motorcycle premiums are currently subsidised by other vehicle owners, to help meet the costs of LTCS participants in particular
 - 22% of LTCS participants are motorcyclists – they are disproportionately represented in serious injuries
- Proposed scheme:
 - In the new 'no-fault' scheme, motorcycle premiums will need to be further subsidised to make them affordable.



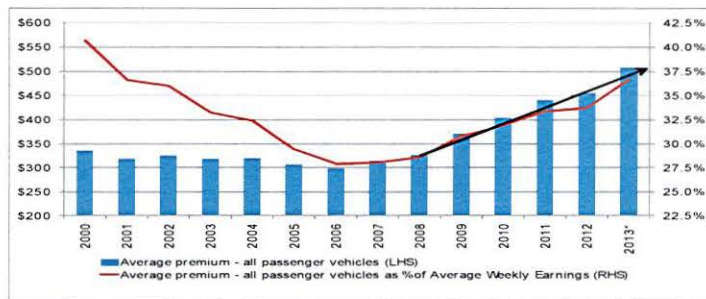
- What will happen to motorcycle premiums as a result of the CTP reforms?
 - Motorcycle claims costs will go up due to the increased coverage for motorcyclists
but
 - there will be no increase in premiums charged for like for like risks
because
 - motorcycle premiums will continue to be subsidised by other motorists.
- How will the subsidy process work?
 - Insurers will use a Risk Equalisation Pool process, similar to the mechanism commonly used to set health insurance premiums.

(This will be explored more thoroughly at the end of this presentation).

Current Scheme

Key metrics

Increasing prices, impacting 4.9m policy holders

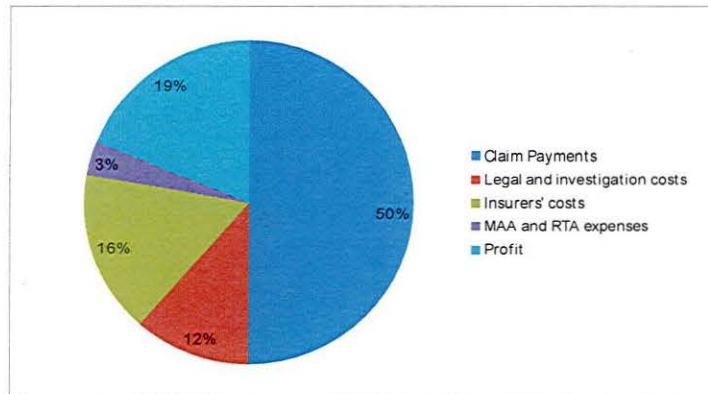


... worsening affordability for motorists

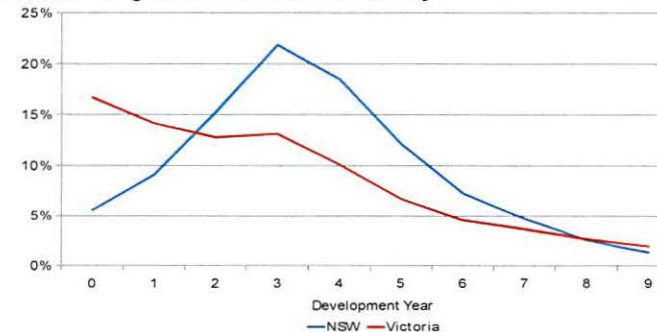
... driven by

- Increasing claim numbers above casualties
- Higher legal representation
- Lower interest rates

... while paying only 50% of premium to claimants



...and delivering benefits more slowly



- Efficiency worse for small claims – as low as 28%
- Driven by
 - High legal fees
 - High insurer profits & expenses



Current Scheme

Modified common law

Adversarial

- Settlement by negotiation

Lawyers often used to help claimants navigate the scheme

- Due to lack of definition in benefits and clear processes

History of small claims costing large amounts

- Leading to unaffordable premiums
- High cost of delivering benefits

Uncertainty of future needs result in 'buffers' in settlements

- Care has increased from 5% to 13% of payments since 2000

Suffers from 'lump sum' or 'compensation lottery' culture

- Incentives to stay off work and prolong treatment to build up lump sum

Uncertainty of court precedents and settlements

- Insurers require higher margins and higher profits, uncertainty can lead to excessive profits



Proposed Scheme

Outline

Key features

- Shift from “compensation” to health outcome focus
- First party – direct relationship with own insurer
- No fault – covers ALL parties injured in accidents
- Deliver defined statutory benefits available to all (as for workers compensation schemes)
- Access to common law for seriously injured for Economic Loss and Non Economic Loss

Statutory benefits

- Treatment expenses paid as incurred
- Economic loss benefits paid fortnightly and subject to earnings capacity assessments
- Impairment lump sums and death benefits
- No contributory negligence
- Limited need for legal involvement

Protection for claimants

- Legislative power to MAA
- Dispute process – insurer internal, CARs and MIRO

Regulating insurers - more power to MAA

- Caps on expenses
- Mechanism to stop super profits
- Improve competition
- Publish performance of insurers

Proposed Scheme claimants

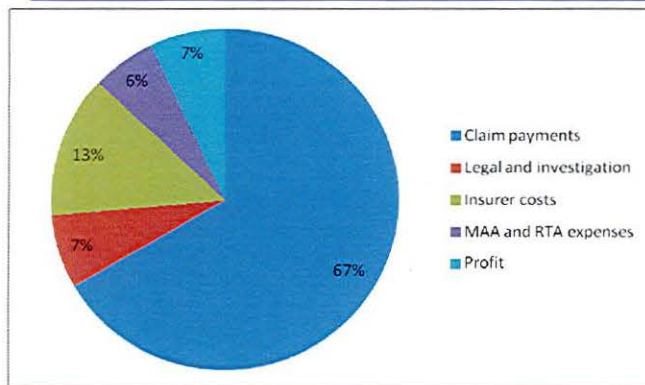
Over 20,000 claims expected in proposed scheme

All claimants will receive the care & support they need

- That does not mean they will be worse off!
- More than 90% of claimants the same or no worse off

7,000 at-fault claimants better off

Scheme efficiency improves to 67%



The biggest beneficiaries are motor cycle riders

- Currently about 600 to 700 claims & ANFs (5% of all claims)
- Of 7,000 additional at-fault claims between 15% and 25% are expected to be motorcyclists
- Risk sharing means that relativities will be similar to current levels, therefore premiums will not rise as a result of the reforms.

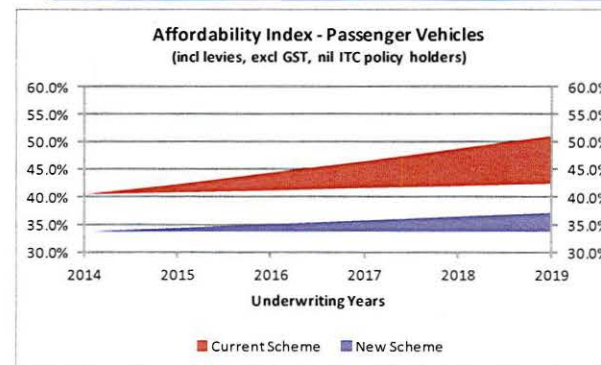
Proposed Scheme

Motorists

The scheme costs less overall... driven by

- More efficient benefit delivery
- Lower insurer expenses and profit
- No buffers for future uncertainty in lump sums
- Premiums above but comparable to TAC (benefits more generous)

Scheme Affordability of 34%



- ▶ More predictable claims costs over time
- ▶ Leads to more stable premiums
- ▶ Savings increase over time

Motor cycle owner premiums

- Premiums will be cross subsidised by all other vehicle owners
- Premiums capped at current levels; move in line with scheme average premiums
 - Background mechanism to ensure insurers will not be adversely impacted
- Minimise incentives for insurers to avoid motor cyclists (possibly encourage them to write them)



Motorcycle premiums

- Green Slip Prices overall for motorcycles have **reduced by 13%** in the last two years.
- During 2010 to 2011 MC premiums were subsidised by between **\$125 to \$296 per policy**
- An additional ~1,000+ motorcyclists will receive benefits as a result of the proposed scheme reforms
- The new scheme will further subsidise motorcycles overall by roughly **\$500-\$600 per policy**
- On average, other vehicle owners will pay **an additional \$20-\$25 on** their Green Slip to further subsidise motorcyclists

Why CTP Scheme reforms will not increase motorcycle premiums

- What will happen to motorcycle premiums as a result of the CTP reforms?
 - Motorcycle claims costs will go up due to the increased coverage for motorcyclists

but

 - there will be no increase in premiums charged for like for like risks

because

 - motorcycle premiums will be subsidised by other motorists.
- Why will motorcycle premiums be subsidised?
 - Motorcycle premiums will continue to be subsidised to make premiums affordable.
- How will the subsidy process work?
 - Insurers will use a Risk Equalisation Pool process similar to the mechanism commonly used to set health insurance premiums

Risk Equalisation Pool – how it works

Insurer A

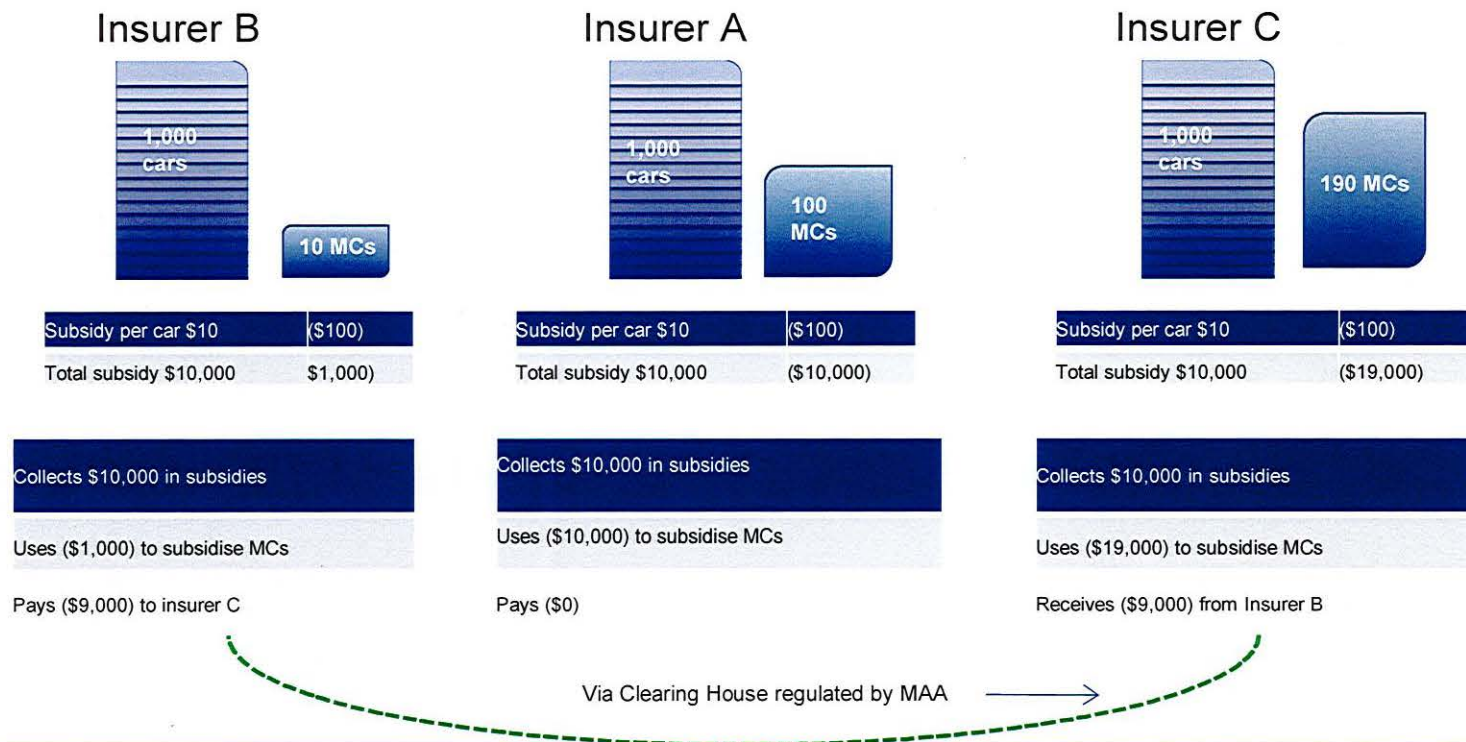


Subsidy per car \$10	(\$100)
Total subsidy \$10,000	(\$10,000)

Collects \$10,000 In subsidies

Uses (\$10,000) to subsidise MCs

Risk Equalisation Pool – how it works





- Clearing house regulated by the MAA;
- Monitored quarterly
- Adjusted annually
- Includes all insurers

Meeting agenda

Motor Accidents Authority of NSW

Meeting purpose: Motor Cycle Council

Date:	2 September 2013	Time: 3:30 to 5pm
Location:	MAA Boardroom – L25, 580 George St, Sydney	
Attendees:	MAA : Andrew Nicholls, Sue Freeman, Jane Greenop, Suzanne Lulham, David Baxter	
	MCC : Christopher Burns, Brian Wood, Dave Cook	
Apologies:		
Chairperson:	Andrew Nicholls	
Minute taker:	Jane Greenop	

Agenda Items

Item		Responsibility
1.	Welcome and apologies	Andrew Nicholls
2.	Update from the MAA	Andrew Nicholls
3.	Update from the MCC/Motor Cycle Alliance	Christopher Burns/Dave Cooke
4.	Road Safety Funding	Andrew Nicholls
5.	Items raised by the MCC	Brian Woods
6.	Future Direction	Andrew Nicholls

Next meeting: Monday 2nd December 2013

Meeting minutes

Motor Accidents Authority of NSW

Meeting purpose: Motor Cycle Council

Date:	2 September 2013	Time: 3:30 to 5pm
Location:	MAA Boardroom, L25, 580 George St, Sydney	
Attendees:	MAA : Andrew Nicholls (AN), Sue Freeman (SF), David Baxter (DB), Jane Greenop (JG)	
	MCC/MCA : Christopher Burns (CB), Brian Wood (BW), Dave Cook (DC)	
Apologies:	Suzanne Lulham	
Chairperson:	Andrew Nicholls	
Minute taker:	Jane Greenop	

Brief summary

1. Welcome and Apologies

2. Update from the MAA

- Proposed legislative amendments withdrawn. MAA's reform focus is now on improving the current CTP scheme using its existing powers, concentrating on the regulatory model, and seeking to make inroads to cost and efficiency.
- There was discussion on relativities and vehicle classes for motorcycles, particularly where there are a small number of vehicles in a class. MCC's previous proposal that only 2 classes are used – LAM and non-LAM has previously been analysed to understand the impact on different users and presented to the Committee. It was noted that concerns were raised about the impact on some motorcyclists who would face premium increases if LAMs was used instead of CCs. The MAA will recirculate this analysis and provide a further analysis of the current relativities at the next meeting.
- The MAA is contributing \$200,000 to a project to link MAA and CRS crash data to help understand how to better target road safety initiatives.
- MAA seeks MCC and MCA assistance in promoting the 'shop around' message.

3. Update from the MCC/Motor Cycle Alliance

- DC raised the Recreational Registration proposal which he understands to be waiting on clarification of the impact of the alpha-numeric road naming convention. The MAA advised that it has responded to all DPC questions the proposal is now

being managed by DPC. There was discussion on utilising a permit system rather than incorporation into the general CTP or conditional registration schemes.

4. Road Safety Funding

- The MAA has allocated \$1m over the next 12 months to motor cycle initiatives. This is over 4 times the previous year's spend on motor cycle road safety initiatives. In order to align with key road safety initiatives, the Centre for Road Safety will manage the coordination of initiatives. The MAA has a strategic partnership with CRS, and the future model will be that MAA will be funding through the CRS and not funding initiatives directly.

5. Items raised by the MCC/Motor Cycle Alliance

- CB provided details on a discussion with a CTP Insurer that implied that motor cycles are being risk rated as a first party product now. The group discussed whether this referred to the LTC levy. It was noted that insurers are required to apply the relativities issued by the MAA, which are calculated on a third party basis.
- CB advised that some motorcyclists who have written to complain about premium prices have received a response that refers to the size of claims made by injured motorcyclists, regardless of fault, implying that this is used to calculate premiums. The MAA noted that this could be misleading and agreed to check future responses.
- CB provided anecdotal evidence that insurers are prepared to vary quoted prices if motorcyclists ask for a discount or register a number of vehicles with the same insurer. MAA advised that this would be a breach of the Market Practice Guidelines and asked for specific details to be provided.
- BW asked whether the protective clothing report can be published. AN advised that the Heads of CTP have determined that they will not fund this initiative however the National Road Safety Strategy has identified this as a priority and this will be facilitated at a national level. The work done so far will be transferred to either CRS or the National Road Safety strategy group.
- BW questioned whether Dr Bhattacharya's research proposal will be funded by the MAA. The MAA will not be funding this work but is instead funding a project to link CrashLink data with Claims data.

Action from meeting

No	Description	Date Tabled	When By	Who	Status
1	Circulate presentation on LAMs motor cycles	2/9/2103	2/12/2013	MAA	2/12/13 meeting
2	Complete Finity analysis on motorcycle relativities.	2/9/2103	2/12/2013	MAA	2/12/13 meeting
3	Review letters responding to complaints about motor cycle premiums	2/9/2013	2/12/2013	MAA	Done
4	Provide the MAA with examples where motor cyclists have found insurers in potential breach of market practice guidelines	2/9/2013	2/12/2013	CB	Open
5	Recreational Registration – any outstanding requests from DPC	2/9/2013	2/12/2013	MAA	Done
7	MCC/MCA to consider how it can assist in promoting the MAA's GreenSlip calculator to encourage shopping around to get the best price	2/9/2013	2/12/2013	MCC/MCA	Open

Meeting agenda

Motor Accidents Authority of NSW

Meeting purpose: MAA / Motorcycle Council/Alliance Working Party

Date:	2 December 2013	Time: 3:30pm to 5:00pm
Location:	MAA Boardroom – L25, 580 George St, Sydney	
Attendees:	MAA : Andrew Nicholls, Sue Freeman, Suzanne Lulham, David Baxter, Estelle Pearson, Louise Hirst	
	MCC/MCA: Christopher Burns, Dave Cook	
Apologies:	Brian Wood	
Chairperson:	Andrew Nicholls	
Minute taker:	Louise Hirst	

Agenda Items

Item		Responsibility
1.	Welcome and apologies	Andrew Nicholls
2.	Action items from minutes of the last meeting	Andrew Nicholls
3.	Presentation from Finity	Estelle Pearson
4.	Recreational registration	Dave Cooke
5.	Other business	Andrew Nicholls

Next meeting: Monday 17th March 2014

Meeting minutes

Motor Accidents Authority of NSW

Meeting purpose: MAA / Motorcycle Council / Alliance Working Party

Date: 2 December 2013 **Time:** 3:30pm to 5:00pm

Location: MAA Boardroom, L25, 580 George St, Sydney

Attendees: MAA: Julie Newman (JN), Andrew Nicholls (AN), Sue Freeman (SF),
Louise Hirst (LH)
MCA: Dave Cooke (DC)
Finity: Graeme Adams (GA); Estelle Pearson (EP)

Apologies: David Baxter (MAA); Chris Burns (MCC); Brian Wood (MCC)

Chairperson: Andrew Nicholls

Minute taker: Louise Hirst

Brief summary

1. Welcome and Apologies
2. Action items from minutes of last meeting

ITEM NO	DESCRIPTION
1	<i>Circulate presentation on LAMS motorcycles</i> The LAMS 2011 presentation is included in today's presentation
2	<i>Complete Finity analysis on motorcycle relativities</i> This is included in today's presentation
3	<i>Review letters responding to complaints about motorcycle premiums</i> Completed
4	<i>Provide the MAA with examples where motorcyclists have found insurers in potential breach of market practice guidelines</i> Action item remains open – Chris Burns to action
5	<i>Recreational registration – any outstanding requests from DPC</i> Dave Cooke requested that this be re-opened for discussion again (see item no. 4 of these minutes)
6	<i>MCC/MCA to consider how it can assist in promoting MAA's Green Slip Calculator to encourage shopping around to get best practice</i> Action item remains open

3. Presentation from Finity

- EP presented Finity's *Motorcycle experience and premium setting* presentation.

- It was noted that the presentation was only looking at relativities.
- The group discussed various aspects of the analysis including the recap on the LAMS (Learner Approved Motorcycle Scheme) versus non-LAMS premiums.
- DC indicated that he was happy with the presentation and suggested that it would be fruitful for CB and BW to also view it.
- It was agreed that another meeting would be organised to provide CB and BW with the opportunity to view and comment on the presentation.
- GA advised that his work was about looking at the transition from one system to newer categories.
- JN noted that motorcycles are being heavily cross subsidised in premiums and in lifetime care. It is inaccurate to state that motorcycles are cross subsidising other vehicles.

4. Recreational registration

- DC, on behalf of the MCA Board, requested that this issue be re-opened for discussion. The MCA has a big-sport affiliation with a strong interest in recreational registration.
- AN noted that it is not a dead issue and that the issue of recreational registration has not been taken off the table.
- The MAA reiterated that it is not responsible for recreational registration decision-making. Registration is part of the Roads Minister's portfolio and registration policy is determined by Transport for New South Wales (TfNSW), not the MAA.
- DC noted further that the motorcycle groups are not in total agreement over this issue and that each motorcycle group has its own issues and concerns regarding recreational registration.
- AN advised that the Department or Premier and Cabinet (DPC) and TfNSW have a working party, that the working party has asked MAA to cost for different scenarios for insurance related to recreational registration and that the MAA, together with Finity, has done so. The MAA awaits a response in relation to this.
- SF advised that she was in contact with the DPC and as at 2 December the DPC were not waiting for anything from the MAA.

5. Other business

- MAA and MCA indicated their mutual ongoing support for continued collaboration.
- It was noted that the 17th March meeting clashes with another event and that the meeting would be re-scheduled
- There was no further business and the meeting closed at 5:00pm.

Actions from meeting

No	Description	Date due	Responsibility
1	Action items 4 and 6 from the previous meeting remain open.		MCC/ MCA
2	An additional meeting will be scheduled in order to provide CB and BW with an opportunity to view and comment on Finity's presentation.	Completed 21 Jan '14	MAA
3	17 th March meeting to be re-scheduled to 24 th March.	Completed	MAA

Motorcycle Experience and Premium Setting

Motor Accident Authority

Presented by Estelle Pearson | November 2013

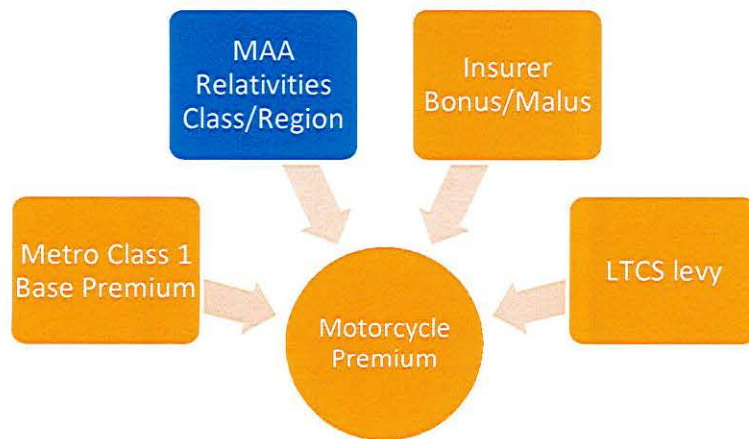
Scope

1. Overview of premium setting approach
2. History of motorcycle premium
3. CTP claims experience versus current relativity
4. LTCS experience versus LTCS levy
5. Impact of single motorcycle category
6. LAMs analysis recap

Executive summary

- Overall motorcycle premiums are not being cross subsidised in the CTP scheme
- There may be some scope to adjust relativities between motorcycle classes
- In the LTCS scheme there is a clear cross subsidy to motorcycles by other road users
- Adjusting risk classifications for motorcycles result in winners and losers as well as transition issues
- There are issues of data robustness and systems capacity for risk classifications beyond engine capacity

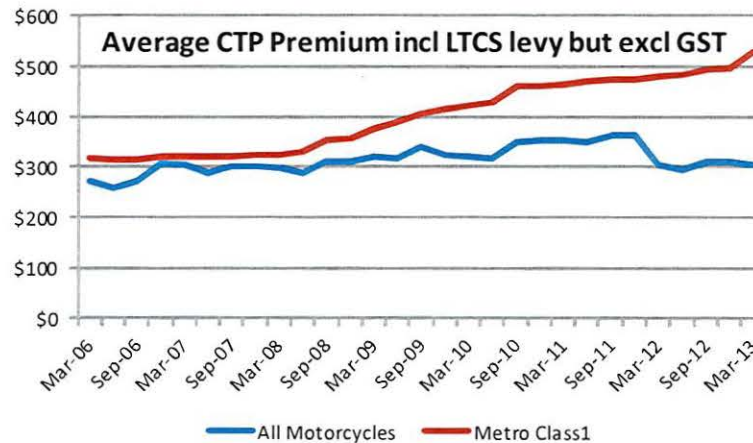
Premium setting overview



- Base premiums set by insurers and filed with MAA
- Relativities define premium as % Metro Class 1
- Bonus (max -25%) and malus (max 30%) reflect insurer assessment of individual risk
- LTCS levy varies by class/region

History of Motorcycle premium

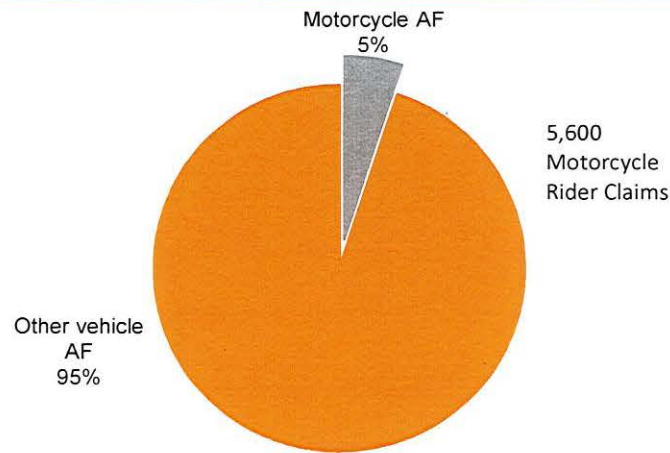
- Since 2006 the average premium for Motorcycles has increased by 10% and is currently around \$300 (excluding GST)
- At the same time the average premium for Metro Class 1 vehicles has increased by 67% to over \$500



CTP relativities - background

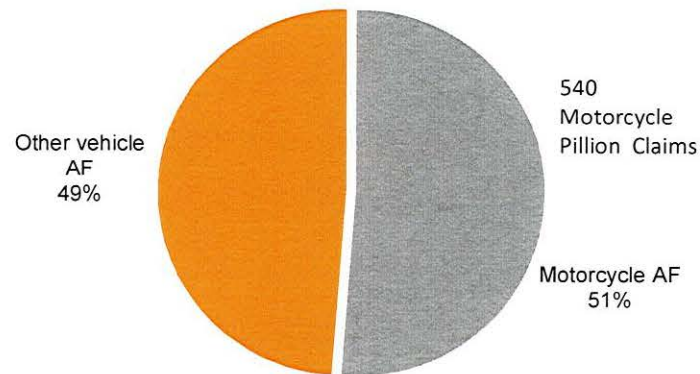
- Claims allocated to most at fault vehicle in the accident
- Claim cost per vehicle expressed as % Metro Class 1 claim cost per vehicle
- 35 vehicle classes and 5 regions
- Long term view to avoid volatility
- For motorcycles look at total motorcycle group as well as experience for 5 motorcycle classes
- Relativities normally reviewed each year

Motorcycle at fault versus not at fault claims

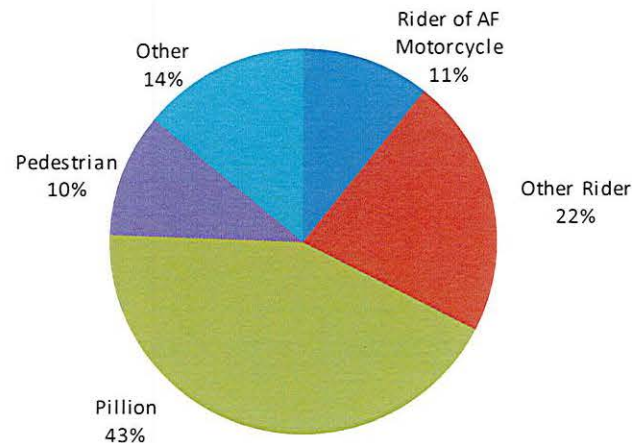


- A motorcycle is at fault in only 5% of rider CTP claims
- A motorcycle is at fault in half of pillion CTP claims

- Motorcycle premiums only cover claims where the motorcycle is at fault
- Most motorcycle rider claims are met by premiums for other vehicles



At fault motorcycle claims cost by road user type



- Over 40% of claims costs where motorcycle was most at fault are for pillion passengers; a further third are motorcycle riders
- Around a quarter of claims costs are for pedestrians and other road users

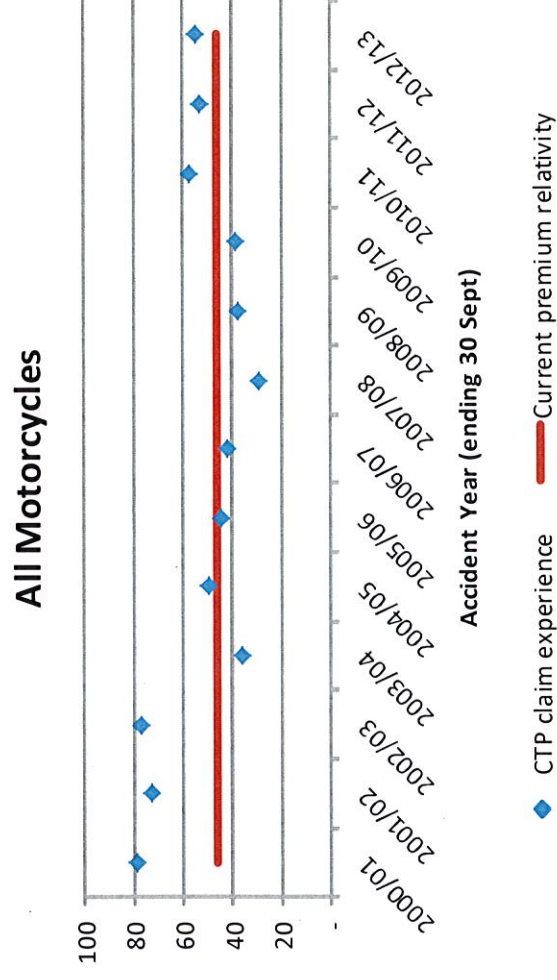
History of Motorcycle CTP relativity

- Motorcycle claims experience improved after 2003 and this has been gradually reflected in relativities; this is one reason why since 2006, average Motorcycle premium has not increased at the same level as other vehicles
- MAA has adjusted motorcycle relativities in the previous two reviews

Motorcycle Relativity (% Metro Class 1)	
2006/07	79
2007/08	70
1-Oct-09	63
1-Jul-10	63
1-Jan-12	52
1-Jan-13	48

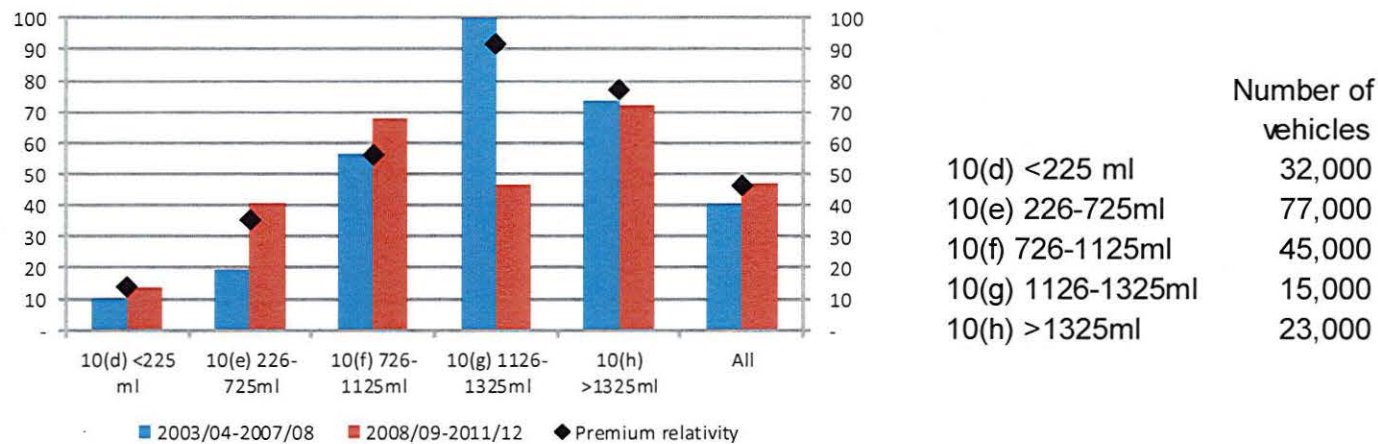


Recent Motorcycle CTP experience



- CTP claim experience for the last 9.5 years is similar to the current premium relativity assumption → no cross subsidy from Motorcycle to other vehicles

Recent Motorcycle CTP experience



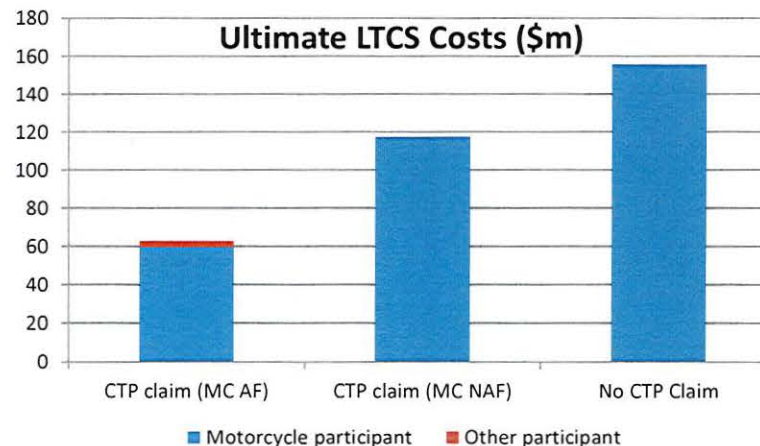
- Experience is volatile by Motorcycle category; most recent experience suggests 10(f) subsidised by 10(g) but further analysis required
- Indicative quantification is \$85* per 10(g) bike giving a \$30* subsidy per 10(f) bike

* Includes LTCS levy but excludes GST



History of LTCS participant costs

- \$63 million of LTCS cost where a Motorcycle was at fault; most relates to motorcycle riders or pillion passengers
- \$118 million of LTCS cost for motorcycle riders or pillion passengers where another vehicle was at fault

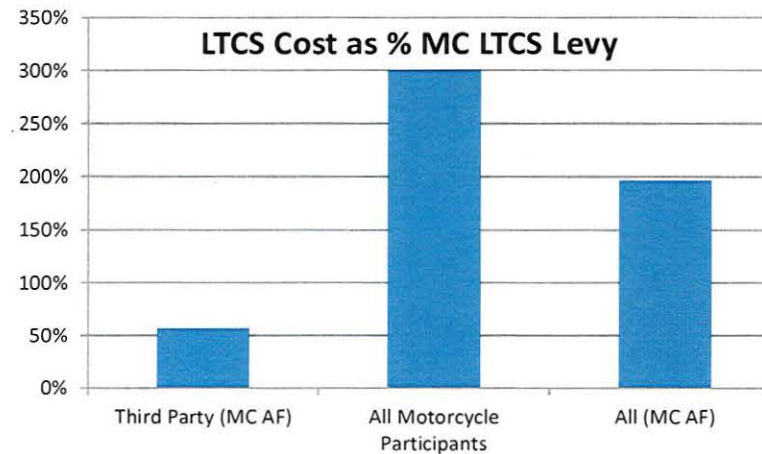


- \$156 million LTCS cost for motorcycle riders where there is no CTP claim and can assume the LTCS participant was at fault



LTCS costs versus Motorcycle levies

- LTCS levy collected from Motorcycles is \$111 million
- LTCS cost for third parties injured by Motorcycles around 60% of Motorcycle LTCS levy



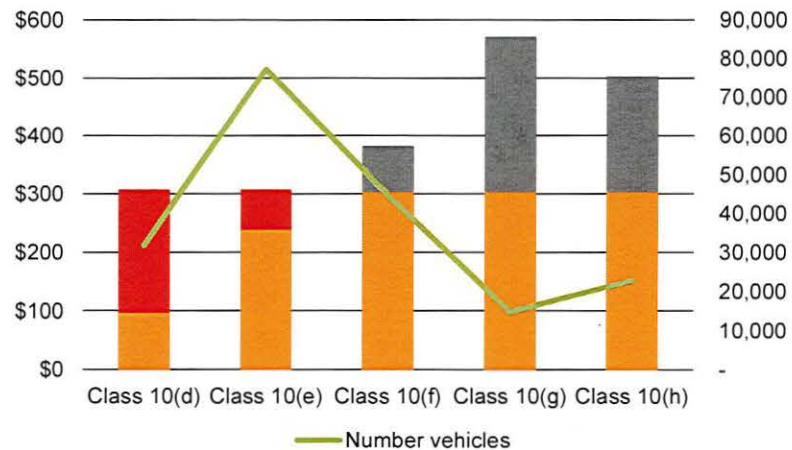
- LTCS cost for all Motorcycle participants of LTCS scheme is 300% of Motorcycle LTCS levy
- LTCS cost caused by Motorcycles is almost twice the Motorcycle LTCS levy

Conclusions on LTCS levies

- The LTCS levy for Motorcycles has been half of the amount required on a full fault basis
- The current LTCS levy for Motorcycles is around \$80
- History suggests that motorcycles current receive a subsidy of around \$80 per bike from other vehicles

Impact of single motorcycle category

- Current average Motorcycle premium is \$306*
- By category premiums range from under \$100 for 10(d) to over \$550 for 10(g)
- A single premium for all motorcycles would result in large changes in prices for all owners



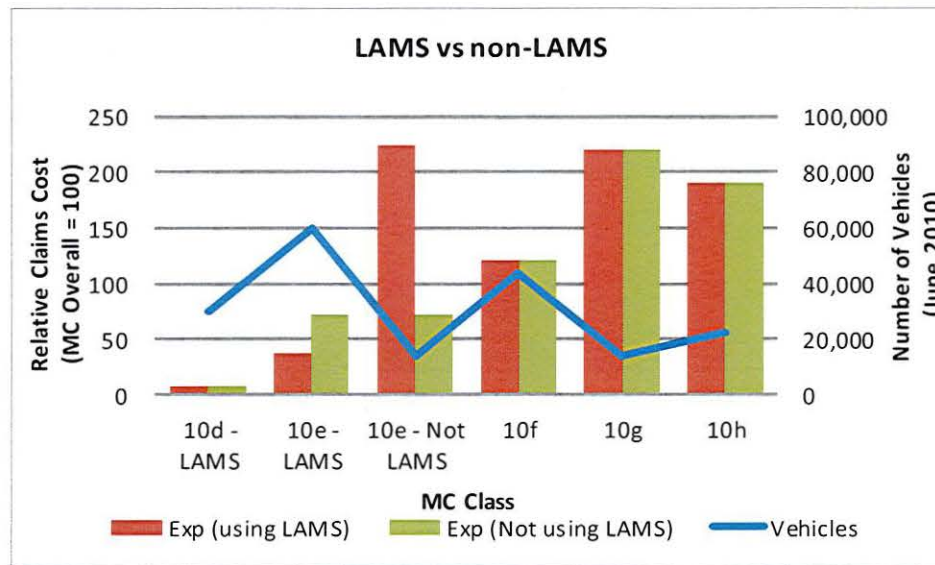
Indicative premium change

10(d)	\$210	32,000
10(e)	\$70	77,000
10(f)	-\$70	45,000
10(g)	-\$260	15,000
10(h)	-\$200	23,000

LAMS recap

- At the request of the MAA, Finity carried out analysis on LAMS as a risk variable in 2011 and the results were presented to the MCC
- Information on power specification only available for four years so analysis can only provide an indication of relative claims performance and is not adequate for premium relativity modelling

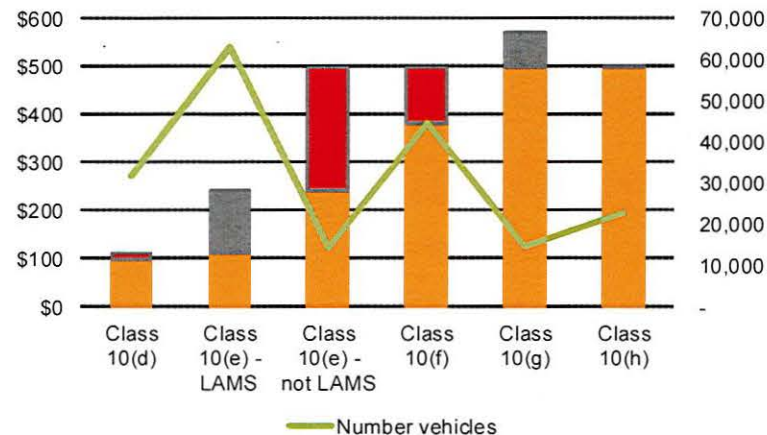
LAMS recap



- Modelling suggested that LAMS is a differentiator of risk but analysis results not fully reliable

LAMS versus non-LAMS premiums

- Consistent with an overall premium of \$306*, indicative LAMS premium is \$115* and non-LAMS premium is \$495*
- Significant premium decrease for 63,000 10(e) LAMS bikes and 15,000 10(g) bikes
- Significant premium increase for 14,000 10(e) non LAMS and 45,000 10(f) bikes



Indicative premium change

10(d)	\$10	32,000
10(e) - LAMS	-\$130	63,000
10(e) - no LAMS	\$260	14,000
10(f)	\$120	45,000
10(g)	-\$70	15,000
10(h)	-\$10	23,000

* Includes LTCS levy but excludes GST



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Reliances & Limitations

We have relied on the accuracy and completeness of all data and other information (qualitative, quantitative, written and verbal) provided to us for the purpose of this presentation. We have not independently verified or audited the data but we have reviewed it for general reasonableness and consistency. It should be noted that if any data or other information is inaccurate or incomplete, we should be advised so that our advice can be revised, if warranted.

It is not possible to put a value on claims costs with certainty. As well as difficulties caused by limitations on the historical information, outcomes remain dependent on future events, including legislative, social and economic forces. In our judgement, we have employed techniques and assumptions that are appropriate, and the conclusions presented herein are reasonable, given the information currently available. However, it should be recognised that future claim emergence will likely deviate, perhaps materially, from our estimates.



Meeting minutes

Motor Accidents Authority of NSW

Meeting purpose: MAA / Motorcycle Council / Alliance Working Party

Date: 3 December 2014 **Time:** 4:15pm to 6:00pm

Location: MAA Boardroom, L25, 580 George St, Sydney

Attendees: MAA: Sue Freeman, Eric Tweneboa, Christian Fanker
MCA: Dave Cooke (DC)
MCC: Brian Wood, Guy Stanford (by phone)

Apologies:

Brief summary

Pricing

- MCC & MCA expressed concern that the five classes and five zones is leading to small groups that can distort relativities, and subsequently pricing, which makes it difficult to understand and explain price setting to members.
- MCC raised the levels of volatility in pricing including significant differences between insurers and vehicle class year to year.
- MAA stated there had been a double hit on bikes by the introduction of the no fault ANF and the five classes which resulted in relativities being too high at that time. This has now been addressed and relativities have reduced significantly.
- MCC & MCA want to review the classes and consider different options. It was advised the motorcycle community was not as concerned about 'winners and losers' in a review of classes as the MAA may be.
- MAA committed to recirculating the report by Finity as well as the data which supports the relativities. (*This has been done*)
- After reviewing the data, the MCC & MCA will advise of any further information they require from the MAA, and then get back to the MAA with hypothesis on possible vehicle groupings for the MAA to consider and obtain indicative costings.

Reform

- MCC & MCA advised their issues with the proposed 2013 reforms included concern that claimants would be more exposed if legal representation was cut back.
- It was acknowledged that most motorcycle accidents were single vehicle and that no-fault coverage was supported, but not in the current private delivery model. It was recognised that no-fault CTP may lead to an increase in motorcycle CTP claims which in the current model would likely lead to increased premiums.

- The MAA outlined the Scheme enhancement initiatives being undertaken that aimed to improve accountability, transparency and timeliness in the Scheme.

Other

- MCA advised they are working with the Centre for Road Safety to analyse crash data to identify areas where safety improvements may be possible.
- Next meeting to be scheduled for March 2015

Actions from meeting

No	Description	Responsibility
1	MAA to circulate the Finity report and the data which informs the relativities	MAA (done)
2	MCC & MCA to consider the data and get back to the MAA with hypothesis on groupings for the MAA to consider and obtain indicative costings	MCC & MCA
3	Next meeting to be scheduled for March 2015	ALL

B. Additional documents provided to MCC outside of meetings as requested

Motorcycle Premiums collectedⁱ

Year ending	No of policies	Total premium collectedⁱⁱ	Average premiumⁱⁱⁱ
June 2007	139,478	\$44,479,295	\$319
June 2008	155,689	\$49,316,452	\$317
June 2009	167,724	\$56,406,903	\$336
June 2010	178,503	\$62,180,811	\$348

ⁱ Includes privately registered motorcycles only

ⁱⁱ Includes levy and GST

ⁱⁱⁱ Includes levy and GST

State/ Territory	Categories used	# registered	Premiums	Total Motorcycle Premiums	Ratio of Motorcycle Premium to Average Premium	Recreational categories	Lams Scheme: allows novice riders to ride moderately powered motorcycles.
(type and dimensions)							
NSW Hybrid – Mainly Common Law Covers only those not at fault 5 insurers 7 lics. 4.5M vehicles \$1.3bn premium revenue	10d - <225cc 10e - 226-725cc 10f - 726-1125cc 10g - 1126-1325cc 10h - >1325cc Total Jun-10	28,000 70,000 42,000 13,000 19,000 172,000	\$128.15 \$268.14 \$393.02 \$505.97 \$449.54 Total	\$3,588,200.00 \$18,769,800.00 \$16,506,840.00 \$6,577,610.00 \$8,541,260.00 \$53,983,710.00	\$1.09	Yes, Conditional registration available for motorcycles used for recreation purpose	Have an engine capacity up to and including 650ml and do not exceed a power to weight ratio of 150 kilowatts per tonne
Victoria Covers everyone Limited Common Law rights Govt. Monopoly 4.2M vehicles \$1.2bn premium revenue \$61 levy over 125cc	29 <61cc 31 60cc – 125cc 33 & 37 126cc – 500cc 35 & 39 >500cc 45 - recreational Total Jun-10	2,135 10,791 42,762 80,791 20,544 157,023	\$73.70 \$253.00 \$343.20 \$465.30 \$30.00 Total	\$157,349.50 \$2,730,123.00 \$14,675,918.40 \$37,592,052.30 \$616,320.00 \$55,771,763.20	\$1.24 \$61 levy included *	Yes, Recreation registration allows you to ride a motorcycle in certain areas without obtaining full registration	The LAMS list includes moderately powered models with an engine capacity up to and including 660cc which do not exceed a power-to-weight ratio of 150 kilowatts per tonne
S. Australia Covers only those not at fault Common Law with statutory limits 1.26M vehicles \$435m premium revenue Administered by MAC Govt. Monopoly	Up to 50cc 51cc – 250cc 251cc – 660cc More than 660cc Total Jun-09	5,297 10,020 8,801 14,888 39,006 314,046	\$71.00 \$218.00 \$284.00 \$357.00 Total	\$376,087.00 \$2,184,360.00 \$2,499,484.00 \$5,315,016.00 \$10,374,947.00	\$0.77		The South Australian Government assesses the engine capacity, power and weight of motorcycles and issues a list of approved motorcycles suitable for learners and riders with less than 12 months experience.
W. Australia Covers only those not at fault Common Law Govt. Monopoly 1.9M vehicles \$384M premium revenue	M/Cycles used for: Private purposes Business Trade plates Vintage m/c	93901	\$138.93	\$13,045,665.93 \$13,045,665.93	No. of motorcycles obtained from ABS Motor Vehicle Census, 9309.0, 31 March 2010 \$0.69		A driver's licence with R-E class vehicle (Motorcycle) you can ride a motorcycle with/without a side car attachment, with an engine capacity not exceeding 250cc. To ride a motorcycle with an engine capacity > 250cc you must hold an R-E licence for at least one (1) year.
Queensland Covers only those not at fault Common Law 5 insurers 3.476M vehicles \$872M premium revenue Adminstrated by MAIC	12 – Motorcycle with driver only 13 – Motorcycle with pillion + s/car Total Dec-09	53,156 103,333 156,489	\$77.80 \$259.00 Total	\$4,135,536.80 \$26,763,247.00 \$30,898,783.80	\$0.79	Yes, Conditional registration available for motorcycles used for recreation purpose	Restricts learner riders to motorcycles with following power-to-weight ratio must not exceed 150 kW/t engine capacity must not exceed 660 ml.
ACT Covers only those not at fault Common Law Private Insurer – NRMA 0.249M vehicles	9C - < 300mL 9B - >300mL - 600mL 9A -> 600mL 9D Electrical Total	9974 1616 5232 11822	\$98.40 \$439.30 \$439.30 \$98.40 Total	\$391,041.60 \$709,908.80 \$2,737,717.60 \$3,838,668.00	No. motorcycles per class obtained from ACT regulator. Changed premiums to cost for private use rather than business use (business use being more expensive) 50c admin levy added ** Premium revenue not made public ^ Below NSW		Learners and novice licence holders can only ride motorcycles with a power to weight ratio < 150 kilowatts per tonne until they have held a provisional motorcycle licence for 12 months
Tasmania Covers everyone Common Law rights 0.450M vehicles \$120.9M premium revenue (Premium incl. GST and \$6 duty) Adminstrated by Motor Accident Insurance Board (MAIB)	Up to 125cc 126cc – 250cc 251cc - 700 More than 700cc Off road rec. m/c Farm m/c Vintage m/c Total 1/06/2010 recalculated	1,340 1,922 3,145 7,155 Total 13,562	\$178.00 \$448.00 \$448.00 \$448.00 \$210.00 Total	\$238,520.00 \$861,056.00 \$1,408,960.00 \$3,205,440.00 \$5,713,976.00 Total	No. motorcycles per class revised after reviewing data obtained from TAS \$1.57	Yes, Conditional registration available for motorcycles used for recreation purpose	LAMS motorcycles have a maximum power to weight ratio of 150 kilowatts per tonne combined with a maximum engine capacity of 660 cubic centimetres (cc).
N. Territory	Up to 125cc		\$115.95	\$0.00		No recreational category	Learners can only ride a motorcycle of up to 250cc.

Covers only those not at fault Govt. Monopoly 0.160M vehicles \$52.2m premium revenue 2009/10 Adminstrated by Territory Insurance Office (TIO)	126cc - 260cc		\$289.50	\$0.00	Figures initially used were 6 month. Changed to 12 month *** and included admin charges * We are negotiating with NT MVR to obtain number of motorcycles per class Total no. of reg motorcycles obtained from ABS \$0.00	No recreational category Learners can only ride a motorcycle of up to 250cc.
	261cc - 600cc		\$717.45	\$0.00		
	larger than 600cc	5936	\$722.45 5936 is published in ABS	\$0.00		
		(estimated)				
New Zealand - ACC ACC has changed the categories it uses for motorcycles from 1 July 2010 as well as introducing a Motorcyclist category along the same lines as that operating in Victoria (Premium and cost in NZ \$)	Petrol driven				Complicated by exchange rates etc.	While on a learner licence: you must ride a motorcycle of up to 250cc only; you must not go faster than 70km/h; your motorcycle must display a learner (L) plate - rear only; you must not carry a passenger
	4a. mopeds					
	4B. < 600cc					
	4C. >600cc					
	NON Petrol driven					
	8a. mopeds					
	8B. < 600cc					
	8C. >600cc					

* Each state's CTP regulator prices levies, charges and duties into its premiums. In some cases these additional amounts are explicitly stated by the regulator (as in Victoria's \$61 motorcycle levy) w in other cases they are built into the cost with no breakdown provided. Therefore, a cost comparison is only valid if all levies, charges and duties are included for all premiums.

** The 'business use' premiums were entered for ACT. These were replaced by the 'private use' premiums, which are cheaper.

*** The premiums initially entered for NT pertained to a 6 month premium. Data for a 12 month premium replaced these figures.

^ ACT premium revenue is not public information.

This table shows CTP claims by the role of the claimant (rider, pillion, other) and whether or not the claim was made against a motorcycle. It shows that 6,477 riders and 683 pillion passengers made a CTP claim relating to accidents occurring from September 1999 to December 2011. A motorcycle was at fault in 7.4% of claims made by riders, and 54.6% of claims made by pillion passengers.

Non-motorcycle claimants include drivers, passengers, pedestrians, cyclists and claimants who could not be defined under these categories but were using a NSW road during the time of the accident. Of all non-motorcycle claims made over this time period 0.3% were made against a motorcycle (446 claims of 143,425 claims). In total, 0.9% of claims were made against motorcycles over this time period (1,300 claims of 150,585).

Note that at-fault claims were introduced into the NSW CTP Scheme in October 2009. From that time forward, motorcycle riders could lodge claims for accidents in which they were at-fault. This increased the proportion of motorcycle rider claims against motorcycles in accident years 2009/2010 to present, from an average of 4.0% per year to an average of 19.2%.

Please refer to the table's footnotes for other important information regarding this query.

Role of claimant vs. at fault vehicle motorcycle/not motorcycle at fault*:

NSW CTP claims resulting from accidents that occurred between October 1999 and December 2011**

Claimant role	At fault vehicle	Accident year													Total
		1999/2000	2000/2001	2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	
Rider	Motorcycle at fault	17	23	16	21	12	22	14	21	19	27	90	173	26	481
	% Motorcycle at fault	3.6	5.2	3.4	5.2	2.9	4.7	2.9	4.5	3.7	4.1	11.9	21.2	24.5	7.4
	Other vehicle class at fault	460	419	451	383	400	443	476	448	500	629	664	643	80	5,996
	Total	477	442	467	404	412	465	490	469	519	656	754	816	106	6,477
Pillion	Motorcycle at fault	34	55	38	43	30	26	26	19	24	32	24	18	4	373
	% Motorcycle at fault	63.0	64.7	60.3	71.7	61.2	59.1	41.9	45.2	46.2	50.8	49.0	33.3	66.7	54.6
	Other vehicle class at fault	20	30	25	17	19	18	36	23	28	31	25	36	2	310
	Total	54	85	63	60	49	44	62	42	52	63	49	54	6	683
Total Pillion and Rider	Motorcycle at fault	51	78	54	64	42	48	40	40	43	59	114	191	30	854
	% Motorcycle at fault	9.6	14.8	10.2	13.8	9.1	9.4	7.2	7.8	7.5	8.2	14.2	22.0	26.8	11.9
	Other vehicle class at fault	480	449	476	400	419	461	512	471	528	660	689	679	82	6,306
	Total	531	527	530	464	461	509	552	511	571	719	803	870	112	7,160
Other	Motorcycle at fault	55	54	43	35	30	29	26	24	32	38	44	29	7	446
	% Motorcycle at fault	0.3	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.3	0.4	0.4	0.3	0.5	0.3
	Other vehicle class at fault	16,196	14,751	13,160	11,957	11,787	11,201	10,560	10,138	9,540	10,745	10,925	10,742	1,277	142,979
	Total	16,251	14,805	13,203	11,992	11,817	11,230	10,586	10,162	9,572	10,783	10,969	10,771	1,284	143,425
Total	Motorcycle at fault	106	132	97	99	72	77	66	64	75	97	158	220	37	1,300
	% Motorcycle at fault	0.6	0.9	0.7	0.8	0.6	0.7	0.6	0.6	0.7	0.8	1.3	1.9	2.7	0.9
	Other vehicle class at fault	16,676	15,200	13,636	12,357	12,206	11,662	11,072	10,609	10,068	11,405	11,614	11,421	1,359	149,285
	Total	16,782	15,332	13,733	12,456	12,278	11,739	11,138	10,673	10,143	11,502	11,772	11,641	1,396	150,585

* 'No fault' claims were introduced into the NSW CTP Scheme in October 2009. This resulted in a large increase in the number motorcycle riders claiming against motorcycles starting from accident year 2010. Motorcycle rider no- fault claims numbered 43 (of 90), 124 (of 173) and 18 (of 26) for accident years 2010, 2011 and 2012 (respectively).

** Note that accident year 2012 only includes claims resulting from accidents that occurred during the last three months of 2011.

Source: Scheme Performance Branch, Motor Accidents Authority NSW
Reference no. vk20120316

Role of claimant vs. at fault vehicle motorcycle/not motorcycle at fault*:

NSW CTP claims resulting from accidents that occurred between October 1999 and December 2011**

Claimant role	At fault vehicle	Accident year													Total
		1999/2000	2000/2001	2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	
Rider	Motorcycle at fault	17	23	16	21	12	22	14	21	19	27	90	173	26	481
	% Motorcycle at fault	3.6	5.2	3.4	5.2	2.9	4.7	2.9	4.5	3.7	4.1	11.9	21.2	24.5	7.4
	Other vehicle class at fault	460	419	451	383	400	443	476	448	500	629	664	643	80	5,996
	Total	477	442	467	404	412	465	490	469	519	656	754	816	106	6,477
Pillion	Motorcycle at fault	34	55	38	43	30	26	26	19	24	32	24	18	4	373
	% Motorcycle at fault	63.0	64.7	60.3	71.7	61.2	59.1	41.9	45.2	46.2	50.8	49.0	33.3	66.7	54.6
	Other vehicle class at fault	20	30	25	17	19	18	36	23	28	31	25	36	2	310
	Total	54	85	63	60	49	44	62	42	52	63	49	54	6	683
Total Pillion and Rider	Motorcycle at fault	51	78	54	64	42	48	40	40	43	59	114	191	30	854
	% Motorcycle at fault	9.6	14.8	10.2	13.8	9.1	9.4	7.2	7.8	7.5	8.2	14.2	22.0	26.8	11.9
	Other vehicle class at fault	480	449	476	400	419	461	512	471	528	660	689	679	82	6,306
	Total	531	527	530	464	461	509	552	511	571	719	803	870	112	7,160
Other	Motorcycle at fault	55	54	43	35	30	29	26	24	32	38	44	29	7	446
	% Motorcycle at fault	0.3	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.3	0.4	0.4	0.3	0.5	0.3
	Other vehicle class at fault	16,196	14,751	13,160	11,957	11,787	11,201	10,560	10,138	9,540	10,745	10,925	10,742	1,277	142,979
	Total	16,251	14,805	13,203	11,992	11,817	11,230	10,586	10,162	9,572	10,783	10,969	10,771	1,284	143,425
Total	Motorcycle at fault	106	132	97	99	72	77	66	64	75	97	158	220	37	1,300
	% Motorcycle at fault	0.6	0.9	0.7	0.8	0.6	0.7	0.6	0.6	0.7	0.8	1.3	1.9	2.7	0.9
	Other vehicle class at fault	16,676	15,200	13,636	12,357	12,206	11,662	11,072	10,609	10,068	11,405	11,614	11,421	1,359	149,285
	Total	16,782	15,332	13,733	12,456	12,278	11,739	11,138	10,673	10,143	11,502	11,772	11,641	1,396	150,585

* 'No fault' claims were introduced into the NSW CTP Scheme in October 2009. This resulted in a large increase in the number motorcycle riders claiming against motorcycles starting from accident year 2010. Motorcycle rider at fault claims numbered 43 (of 90), 124 (of 173) and 18 (of 26) for accident years 2010, 2011 and 2012 (respectively).

** Note that accident year 2012 only includes claims resulting from accidents that occurred during the last three months of 2011.

Source: Scheme Performance Branch, Motor Accidents Authority NSW
Reference no. vk20120316

Table 1: Quarterly policy data for Motorcycle Class (10d) - up to 225cc or electric motorcycles

Quarter Ending	number of policies	premiums (include MCIS levy, exclude GST) (\$)	average premium (\$)
30/06/2010	388	60,287	155
30/09/2010	6,347	981,045	155
31/12/2010	7,282	1,121,274	154
31/03/2011	7,471	1,151,216	154
30/06/2011	8,430	1,254,316	149
30/09/2011	7,608	1,176,255	155
31/12/2011	8,363	1,291,073	154
31/03/2012	8,826	1,092,179	124
30/06/2012	9,383	1,103,669	118

Note: the data are the combined nil-ITC and ITC entitled policies

Table 2: Quarterly policy data for Motorcycle Class (10e) - 226 to 725cc

Quarter Ending	number of policies	premiums (include MCIS levy, exclude GST) (\$)	average premium (\$)
30/06/2010	910	281,311	309
30/09/2010	17,700	5,410,304	306
31/12/2010	19,041	5,784,322	304
31/03/2011	18,266	5,572,018	305
30/06/2011	17,967	5,504,278	306
30/09/2011	21,667	6,698,512	309
31/12/2011	20,686	6,358,186	307
31/03/2012	20,589	5,143,360	250
30/06/2012	19,666	4,856,264	247

Note: the data are actual combined nil-ITC and ITC entitled policies

Table 3: Quarterly policy data for Motorcycle Class (10f) - 726 to 1125cc

Quarter Ending	number of policies	premiums (include MCIS levy, exclude GST) (\$)	average premium (\$)
30/06/2010	533	225,109	422
30/09/2010	10,450	4,300,791	412
31/12/2010	11,413	4,674,061	410
31/03/2011	10,392	4,259,161	410
30/06/2011	10,005	4,156,347	415
30/09/2011	12,445	5,219,658	419
31/12/2011	12,605	5,289,418	420
31/03/2012	11,891	4,124,967	347
30/06/2012	11,169	3,783,486	339

Note: the data are actual combined nil-ITC and ITC entitled policies

Table 4: Quarterly policy data for Motorcycle Class (10g) - 1126 to 1325cc

Quarter Ending	number of policies	premiums (include MCIS levy, exclude GST) (\$)	average premium (\$)
30/06/2010	202	97,228	481
30/09/2010	3,332	1,598,402	480
31/12/2010	3,523	1,679,318	477
31/03/2011	3,363	1,606,669	478
30/06/2011	3,529	1,685,668	478
30/09/2011	4,108	2,014,130	490
31/12/2011	4,105	2,003,407	488
31/03/2012	3,908	1,778,146	455
30/06/2012	4,072	1,887,927	464

Note: the data are actual combined nil-ITC and ITC entitled policies

Table 5: Quarterly policy data for Motorcycle Class (10h) - over 1325cc

Quarter Ending	number of policies	premiums (include MCIS levy, exclude GST) (\$)	average premium (\$)
30/06/2010	264	118,706	450
30/09/2010	5,113	2,262,460	442
31/12/2010	5,958	2,613,630	439
31/03/2011	5,444	2,379,504	437
30/06/2011	5,297	2,342,277	442
30/09/2011	6,661	3,027,612	455
31/12/2011	7,118	3,229,501	454
31/03/2012	6,685	2,754,667	412
30/06/2012	6,271	2,601,207	415

Note: the data are actual combined nil-ITC and ITC entitled policies

Characteristics of at-fault motorcycles in crashes that occurred between October 2009 and September 2012, and that resulted in at least one CTP claim/ANF.

No.	Make	Model	Model year	Engine capacity	Engine size / Weight Ratio
1	APRILIA	PS01A	2001	998	3.8 - 4.2
2	APRILIA	RK09	2010	999	4.8 - 5.1
3	APRILIA	RP01A	2006	998	4.8 - 5.1
4	APRILIA	RS1206A	2006	125	0 - 1.1
5	APRILIA	SG08	2009	124	0 - 1.1
6	APRILIA	TD	2004	198	1.2 - 1.6
7	APRILIA	VB08	2008	278	1.7 - 2.0
8	APRILIA	VP07	2007	449	3.5 - 3.7
9	APRILIA	VS06A	2006	553	3.8 - 4.2
10	BMW	F65001A	2002	652	3.5 - 3.7
11	BMW	F65004A	2005	652	3.5 - 3.7
12	BMW	F80006A	2007	798	3.8 - 4.2
13	BMW	F80007	2009	798	3.8 - 4.2
14	BMW	K11092A	1999	1093	3.8 - 4.2
15	BMW	K11094A	1997	1093	3.8 - 4.2
16	BMW	K12004A	2005	1171	3.0 - 3.4
17	BMW	K12004B	2005	1157	4.8 - 5.1
18	BMW	K12004B	2007	1157	4.8 - 5.1
19	BMW	K1205A	2005	1157	5.2 +
20	BMW	K1308	2009	1293	5.2 +
21	BMW	K1308	2011	1293	5.2 +
22	BMW	R11095A	1999	1085	4.8 - 5.1
23	BMW	R11095A	2000	1085	3.8 - 4.2
24	BMW	R11098A	1999	1085	5.2 +
25	BMW	R11500A	2001	1130	4.8 - 5.1
26	BMW	R11500A	2004	1130	4.8 - 5.1
27	BMW	R11500B	2001	1130	4.3 - 4.7
28	BMW	R11500B	2002	1130	4.3 - 4.7
29	BMW	R11599A	1999	1130	4.8 - 5.1
30	BMW	R1205A	2005	1170	5.2 +
31	BMW	R1206A	2006	1170	5.2 +
32	BMW	R1206A	2007	1170	5.2 +
33	BMW	R1206D	2010	1170	5.2 +
34	BMW	R1207	2008	1170	5.2 +
35	BMW	R1207	2010	1170	4.8 - 5.1
36	BMW	S10009	2010	999	5.2 +
37	BONELLI	SCPP08	2008	49	0 - 1.1
38	BONELLI	SCPT08	2008	1131	5.2 +
39	BUELL	25SE08	2008	1125	5.2 +
40	BUELL	LIGH05A	2007	1202	5.2 +
41	BUELL	XB06A	2009	1202	5.2 +
42	BUELL	XB9R02A	2002	985	4.8 - 5.1

43	CHROME	FLAS06A	2006	1852	5.2 +
44	DAELIM	NS1205A	2006	124	0 - 1.1
45	DAELIM	VJF210	2011	247	1.2 - 1.6
46	DUCATI	600M95A	1996	583	3.0 - 3.4
47	DUCATI	748S00A	2001	748	3.5 - 3.7
48	DUCATI	750M98A	1999	748	3.8 - 4.2
49	DUCATI	750M98A	2000	748	3.8 - 4.2
50	DUCATI	750S97A	1997	748	4.3 - 4.7
51	DUCATI	916S95A	1997	916	4.8 - 5.1
52	DUCATI	A103A	2003	992	4.3 - 4.7
53	DUCATI	A103A	2004	992	4.3 - 4.7
54	DUCATI	A106B	2007	1079	5.2 +
55	DUCATI	A106B	2009	1079	5.2 +
56	DUCATI	B107	2008	1079	5.2 +
57	DUCATI	B107	2010	803	4.3 - 4.7
58	DUCATI	H607	2008	849	4.3 - 4.7
59	DUCATI	H706	2007	1099	5.2 +
60	DUCATI	H706	2009	1198	5.2 +
61	DUCATI	H706	2010	1198	5.2 +
62	DUCATI	M299A	2000	904	4.8 - 5.1
63	DUCATI	M401A	2002	618	3.5 - 3.7
64	DUCATI	M403A	2003	618	3.5 - 3.7
65	DUCATI	M403A	2004	992	5.2 +
66	DUCATI	M406A	2008	998	5.2 +
67	DUCATI	M508	2010	696	3.8 - 4.2
68	DUCATI	S200A	2000	916	3.8 - 4.2
69	DUCATI	S201A	2002	996	4.3 - 4.7
70	DUCATI	S303A	2004	992	4.3 - 4.7
71	DUCATI	S305A	2007	992	4.3 - 4.7
72	DUCATI	SPOR06A	2006	992	5.2 +
73	ENFIELD	BULLET	2002	500	2.1 - 2.9
74	GASGAS	EC03A	2004	299	2.1 - 2.9
75	GILERA	NEXU04A	2005	459	2.1 - 2.9
76	HARLEY DAVIDSON	FL-92A	1991	1340	4.3 - 4.7
77	HARLEY DAVIDSON	FL-92A	1992	1340	4.3 - 4.7
78	HARLEY DAVIDSON	FL-92A	1994	1340	4.3 - 4.7
79	HARLEY DAVIDSON	FL-92A	1996	1340	4.3 - 4.7
80	HARLEY DAVIDSON	FL03A	2003	1449	4.3 - 4.7
81	HARLEY DAVIDSON	FL04A	2010	1580	4.8 - 5.1
82	HARLEY DAVIDSON	FL04B	2005	1449	4.3 - 4.7
83	HARLEY DAVIDSON	FL05A	2005	1546	4.8 - 5.1
84	HARLEY DAVIDSON	FL05B	2005	1449	4.3 - 4.7
85	HARLEY DAVIDSON	FL05B	2006	1449	4.3 - 4.7
86	HARLEY DAVIDSON	FL06B	2006	1584	4.8 - 5.1
87	HARLEY DAVIDSON	FL06B	2007	1584	4.8 - 5.1
88	HARLEY DAVIDSON	FL06B	2008	1584	4.8 - 5.1
89	HARLEY DAVIDSON	FL06B	2009	1584	4.8 - 5.1
90	HARLEY DAVIDSON	FL06B	2010	1584	4.8 - 5.1
91	HARLEY DAVIDSON	FLH00A	2003	1449	4.3 - 4.7

92	HARLEY DAVIDSON	FLH00B	2004	1449	3.8 - 4.2
93	HARLEY DAVIDSON	FLH04A	2004	1449	4.3 - 4.7
94	HARLEY DAVIDSON	FLH05B	2006	1449	4.3 - 4.7
95	HARLEY DAVIDSON	FLH06A	2006	1449	3.8 - 4.2
96	HARLEY DAVIDSON	FLH06B	2006	1584	4.8 - 5.1
97	HARLEY DAVIDSON	FLH06B	2007	1584	4.8 - 5.1
98	HARLEY DAVIDSON	FLH06C	2007	1584	4.3 - 4.7
99	HARLEY DAVIDSON	FLH93A	1994	1340	3.8 - 4.2
100	HARLEY DAVIDSON	FLH97A	1997	1340	4.3 - 4.7
101	HARLEY DAVIDSON	FLHS06	2008	1584	3.8 - 4.2
102	HARLEY DAVIDSON	FLHS06	2009	1584	3.0 - 3.4
103	HARLEY DAVIDSON	FLHS08	2008	1584	4.8 - 5.1
104	HARLEY DAVIDSON	FLHS08	2010	1690	4.8 - 5.1
105	HARLEY DAVIDSON	FLHS08	2011	1690	4.8 - 5.1
106	HARLEY DAVIDSON	FLSE00A	2001	1449	4.3 - 4.7
107	HARLEY DAVIDSON	FLSE00B	2000	1449	4.3 - 4.7
108	HARLEY DAVIDSON	FLSE00B	2001	1449	4.3 - 4.7
109	HARLEY DAVIDSON	FLSE00B	2002	1449	4.3 - 4.7
110	HARLEY DAVIDSON	FLSE06	2010	1584	4.8 - 5.1
111	HARLEY DAVIDSON	FLSE08	2009	1584	4.8 - 5.1
112	HARLEY DAVIDSON	FLSE08	2012	1690	5.2 +
113	HARLEY DAVIDSON	FXD-92A	1992	1338	4.8 - 5.1
114	HARLEY DAVIDSON	FXD-92A	1995	1340	4.8 - 5.1
115	HARLEY DAVIDSON	FXD02A	2003	1449	4.8 - 5.1
116	HARLEY DAVIDSON	FXD04B	2005	1449	4.8 - 5.1
117	HARLEY DAVIDSON	FXD05B	2005	1449	4.8 - 5.1
118	HARLEY DAVIDSON	FXD06A	2007	1584	5.2 +
119	HARLEY DAVIDSON	FXD06A	2008	1590	5.2 +
120	HARLEY DAVIDSON	FXDF	2008	1584	5.2 +
121	HARLEY DAVIDSON	FXDL98A	2003	1449	4.8 - 5.1
122	HARLEY DAVIDSON	FXDS00A	2000	1450	5.2 +
123	HARLEY DAVIDSON	FXDS06	2008	1590	5.2 +
124	HARLEY DAVIDSON	FXDS06	2009	1584	5.2 +
125	HARLEY DAVIDSON	FXDS06	2009	1590	5.2 +
126	HARLEY DAVIDSON	FXDS06	2010	1584	5.2 +
127	HARLEY DAVIDSON	FXS03B	2005	1449	4.8 - 5.1
128	HARLEY DAVIDSON	FXS06A	2006	1584	3.0 - 3.4
129	HARLEY DAVIDSON	FXS06A	2008	1584	5.2 +
130	HARLEY DAVIDSON	FXS08	2010	1584	5.2 +
131	HARLEY DAVIDSON	FXS94A	1997	1340	4.8 - 5.1
132	HARLEY DAVIDSON	FXSS00B	2001	1449	4.8 - 5.1
133	HARLEY DAVIDSON	FXSS06	2008	1584	5.2 +
134	HARLEY DAVIDSON	FXSS06	2009	1584	5.2 +
135	HARLEY DAVIDSON	FXSS06	2010	1584	5.2 +
136	HARLEY DAVIDSON	FXSS06	2011	1690	5.2 +
137	HARLEY DAVIDSON	SOFT88A	1989	1338	4.8 - 5.1
138	HARLEY DAVIDSON	TOURING	2007	1584	3.8 - 4.2
139	HARLEY DAVIDSON	VRS05B	2005	1131	3.8 - 4.2
140	HARLEY DAVIDSON	VRS06A	2007	1131	3.5 - 3.7

141	HARLEY DAVIDSON	VRS06A	2007	1246	4.3 - 4.7
142	HARLEY DAVIDSON	VRS06A	2008	1246	4.3 - 4.7
143	HARLEY DAVIDSON	VRSS06	2010	1247	4.3 - 4.7
144	HARLEY DAVIDSON	XLH-92A	1993	1200	5.2 +
145	HARLEY DAVIDSON	XLH01B	2003	1199	5.2 +
146	HARLEY DAVIDSON	XLH01B	2004	1199	4.3 - 4.7
147	HARLEY DAVIDSON	XLH02C	2003	883	3.8 - 4.2
148	HARLEY DAVIDSON	XLH05B	2006	883	3.0 - 3.4
149	HARLEY DAVIDSON	XLH06C	2009	1202	4.3 - 4.7
150	HARLEY DAVIDSON	XLH06D	2007	883	3.5 - 3.7
151	HARLEY DAVIDSON	XLH06D	2009	883	3.5 - 3.7
152	HARLEY DAVIDSON	XLH95A	1997	1200	5.2 +
153	HARLEY DAVIDSON	XLH98A	1995	1199	4.8 - 5.1
154	HARLEY DAVIDSON	XLH98A	2000	1199	5.2 +
155	HARLEY DAVIDSON	XLH99A	1999	883	3.8 - 4.2
156	HARLEY DAVIDSON	XLHS06	2010	883	3.5 - 3.7
157	HARLEY DAVIDSON	XRSE08	2009	1200	4.8 - 5.1
158	HERCHE	ST1207	2010	124	1.2 - 1.6
159	HONDA	00CYCLE	1989	748	3.0 - 3.4
160	HONDA	40088A	1994	399	2.1 - 2.9
161	HONDA	CB-92A	1992	233	1.7 - 2.0
162	HONDA	CB-92A	1998	233	1.7 - 2.0
163	HONDA	CB-92A	2001	233	1.7 - 2.0
164	HONDA	CB1008	2008	998	4.8 - 5.1
165	HONDA	CB1306A	2008	1284	5.2 +
166	HONDA	CB4008	2009	399	2.1 - 2.9
167	HONDA	CB4008	2010	399	2.1 - 2.9
168	HONDA	CB6098A	2001	600	3.0 - 3.4
169	HONDA	CBF206A	2007	249	1.7 - 2.0
170	HONDA	CBR101A	2003	1137	4.8 - 5.1
171	HONDA	CBR104A	2005	998	4.8 - 5.1
172	HONDA	CBR105A	2006	1137	4.8 - 5.1
173	HONDA	CBR106A	2007	998	4.8 - 5.1
174	HONDA	CBR107	2007	125	0 - 1.1
175	HONDA	CBR107	2008	125	0 - 1.1
176	HONDA	CBR107A	2007	125	0 - 1.1
177	HONDA	CBR107A	2008	125	0 - 1.1
178	HONDA	CBR108	2008	999	5.2 +
179	HONDA	CBR108	2010	999	5.2 +
180	HONDA	CBR196A	1996	1137	4.8 - 5.1
181	HONDA	CBR196A	1997	1137	4.8 - 5.1
182	HONDA	CBR210	2011	250	1.7 - 2.0
183	HONDA	CBR250R	1989	249	0 - 1.1
184	HONDA	CBR250R	1992	249	0 - 1.1
185	HONDA	CBR250R	2002	249	0 - 1.1
186	HONDA	CBR294A	1995	249	1.7 - 2.0
187	HONDA	CBR294A	1996	249	1.7 - 2.0
188	HONDA	CBR294A	1998	249	0 - 1.1
189	HONDA	CBR294A	1999	249	1.7 - 2.0

190	HONDA	CBR603A	2003	599	3.0 - 3.4
191	HONDA	CBR603A	2004	599	3.0 - 3.4
192	HONDA	CBR603A	2005	599	3.0 - 3.4
193	HONDA	CBR605A	2006	599	3.0 - 3.4
194	HONDA	CBR607	2007	599	3.5 - 3.7
195	HONDA	CBR698A	2000	599	3.0 - 3.4
196	HONDA	CBR900A	2000	929	4.8 - 5.1
197	HONDA	CBR902A	2002	954	5.2 +
198	HONDA	CBR902A	2003	954	5.2 +
199	HONDA	CBR997A	1998	919	4.8 - 5.1
200	HONDA	CBTW99A	2001	233	1.7 - 2.0
201	HONDA	CRF05A	2005	449	3.8 - 4.2
202	HONDA	CRF06A	2007	449	3.5 - 3.7
203	HONDA	CRF405A	2006	449	3.5 - 3.7
204	HONDA	CRF405A	2008	449	3.5 - 3.7
205	HONDA	CRF405A	2009	449	3.5 - 3.7
206	HONDA	CT1092A	2000	105	1.2 - 1.6
207	HONDA	CT1092A	2006	105	1.2 - 1.6
208	HONDA	CT1092A	2007	105	1.2 - 1.6
209	HONDA	CT1106A	2007	105	1.2 - 1.6
210	HONDA	CT1106A	2009	105	1.2 - 1.6
211	HONDA	CT1106A	2010	105	1.2 - 1.6
212	HONDA	GL1802A	2007	1832	4.3 - 4.7
213	HONDA	GOLD05A	2006	1832	4.3 - 4.7
214	HONDA	HON-89H	1991	249	1.7 - 2.0
215	HONDA	HORN06A	2007	919	4.3 - 4.7
216	HONDA	MF0806	2007	249	1.2 - 1.6
217	HONDA	MTR96C	1998	249	0 - 1.1
218	HONDA	NSR101A	2001	150	0 - 1.1
219	HONDA	NSR101A	2002	150	0 - 1.1
220	HONDA	NT7006A	2007	680	2.1 - 2.9
221	HONDA	NVS503A	2004	49	0 - 1.1
222	HONDA	OBI98C	1989	249	1.2 - 1.6
223	HONDA	REBE94A	1994	233	1.2 - 1.6
224	HONDA	REBE94A	1999	233	1.2 - 1.6
225	HONDA	SC5807	2008	998	4.3 - 4.7
226	HONDA	SCV106A	2011	102	0 - 1.1
227	HONDA	ST1194A	1995	1084	3.8 - 4.2
228	HONDA	ST1304A	2005	1261	4.3 - 4.7
229	HONDA	VFR794A	1995	748	3.5 - 3.7
230	HONDA	VFR803A	2004	782	3.0 - 3.4
231	HONDA	VFR803A	2006	782	3.0 - 3.4
232	HONDA	VFR898A	1998	781	3.5 - 3.7
233	HONDA	VT1300	2010	1312	4.3 - 4.7
234	HONDA	VT2594B	1994	249	1.2 - 1.6
235	HONDA	VT7500B	2008	745	3.0 - 3.4
236	HONDA	VT7504A	2006	745	3.0 - 3.4
237	HONDA	VT7504A	2007	745	3.0 - 3.4
238	HONDA	VT7507	2007	745	3.0 - 3.4

239	HONDA	VTR100A	2000	999	4.8 - 5.1
240	HONDA	VTR101A	2001	996	4.8 - 5.1
241	HONDA	VTR105A	2006	996	4.8 - 5.1
242	HONDA	VTR197A	1998	996	5.2 +
243	HONDA	VTR197A	1999	996	5.2 +
244	HONDA	VTR203A	2006	249	1.7 - 2.0
245	HONDA	VTR203A	2007	249	1.7 - 2.0
246	HONDA	VTR209	2009	250	1.2 - 1.6
247	HONDA	VTR299A	1999	249	1.7 - 2.0
248	HONDA	VTR299A	2000	249	1.7 - 2.0
249	HONDA	VTR299A	2007	249	1.7 - 2.0
250	HONDA	VTX102A	2005	1312	4.3 - 4.7
251	HONDA	VTX106A	2007	1795	5.2 +
252	HONDA	XR2506A	2006	249	1.7 - 2.0
253	HONDA	XR2590A	2003	249	2.1 - 2.9
254	HONDA	XR4095A	1999	397	3.0 - 3.4
255	HONDA	XR4095A	2003	397	3.0 - 3.4
256	HUANSONG	SCJ09	2010	230	1.7 - 2.0
257	HUSABERG	FE0104A	2004	550	4.3 - 4.7
258	HUSABERG	FE0106	2007	449	3.8 - 4.2
259	HUSABERG	FE0106	2008	449	3.8 - 4.2
260	HUSQVARNA	H802B	2004	448	3.0 - 3.4
261	HYOSUNG	GT2504A	2008	249	1.2 - 1.6
262	HYOSUNG	GT2506A	2006	249	1.2 - 1.6
263	HYOSUNG	GT2506A	2007	249	1.2 - 1.6
264	HYOSUNG	GT6503A	2004	647	2.1 - 2.9
265	HYOSUNG	GT6503A	2008	647	3.0 - 3.4
266	HYOSUNG	GT6505A	2007	647	3.0 - 3.4
267	HYOSUNG	GT6505A	2009	647	3.0 - 3.4
268	HYOSUNG	GV2501A	2007	249	1.2 - 1.6
269	KAWASAKI	00CYCLE	2007	649	3.5 - 3.7
270	KAWASAKI	ER5098A	1999	498	2.1 - 2.9
271	KAWASAKI	ER5098A	2000	498	2.1 - 2.9
272	KAWASAKI	ER6505A	2006	649	3.5 - 3.7
273	KAWASAKI	EX2501A	2001	248	1.7 - 2.0
274	KAWASAKI	EX2501A	2002	248	1.7 - 2.0
275	KAWASAKI	EX2501B	1989	249	1.2 - 1.6
276	KAWASAKI	EX2503A	2005	248	1.7 - 2.0
277	KAWASAKI	EX2503A	2006	248	1.7 - 2.0
278	KAWASAKI	EX2508	2008	249	1.2 - 1.6
279	KAWASAKI	EX2508	2009	249	1.2 - 1.6
280	KAWASAKI	EX2508	2010	249	1.2 - 1.6
281	KAWASAKI	EX2508	2011	249	1.2 - 1.6
282	KAWASAKI	EX6505A	2006	649	3.5 - 3.7
283	KAWASAKI	EX6509	2009	649	3.0 - 3.4
284	KAWASAKI	EX6509	2010	649	3.0 - 3.4
285	KAWASAKI	GTR86A	1990	998	3.8 - 4.2
286	KAWASAKI	JPLZ03A	2003	249	1.7 - 2.0
287	KAWASAKI	KAW-87C	1998	249	1.7 - 2.0

288	KAWASAKI	KL6507	2007	651	3.5 - 3.7
289	KAWASAKI	KL6594A	1995	651	3.8 - 4.2
290	KAWASAKI	KL6594A	2001	651	3.8 - 4.2
291	KAWASAKI	KLR85A	2001	249	2.1 - 2.9
292	KAWASAKI	KLX208	2008	249	1.7 - 2.0
293	KAWASAKI	KLX208	2009	249	1.7 - 2.0
294	KAWASAKI	KLX695A	1996	651	4.3 - 4.7
295	KAWASAKI	KLX98A	1999	249	1.7 - 2.0
296	KAWASAKI	VN1599A	2002	1471	3.8 - 4.2
297	KAWASAKI	VN1599A	2003	1471	3.8 - 4.2
298	KAWASAKI	VN1603A	2004	1553	4.8 - 5.1
299	KAWASAKI	VN1603B	2003	1553	4.8 - 5.1
300	KAWASAKI	VN1709	2009	1700	5.2 +
301	KAWASAKI	VN2504A	2006	249	1.2 - 1.6
302	KAWASAKI	VN8096A	1996	805	3.5 - 3.7
303	KAWASAKI	VN9006A	2006	903	3.0 - 3.4
304	KAWASAKI	VN9006A	2008	903	3.0 - 3.4
305	KAWASAKI	VN9006B	2009	903	3.0 - 3.4
306	KAWASAKI	ZR1002A	2003	953	4.3 - 4.7
307	KAWASAKI	ZR1002A	2006	953	4.3 - 4.7
308	KAWASAKI	ZR1201B	2004	1165	4.8 - 5.1
309	KAWASAKI	ZR1201B	2005	1165	4.8 - 5.1
310	KAWASAKI	ZR7503A	2007	748	3.5 - 3.7
311	KAWASAKI	ZR7503B	2005	748	3.5 - 3.7
312	KAWASAKI	ZR7503B	2006	748	3.5 - 3.7
313	KAWASAKI	ZR7507	2007	748	3.5 - 3.7
314	KAWASAKI	ZR7507	2008	748	3.5 - 3.7
315	KAWASAKI	ZX1004A	2005	998	5.2 +
316	KAWASAKI	ZX1101A	1997	1052	4.3 - 4.7
317	KAWASAKI	ZX1192A	1995	1052	4.3 - 4.7
318	KAWASAKI	ZX1192A	1999	1052	4.3 - 4.7
319	KAWASAKI	ZX1202A	2001	1199	5.2 +
320	KAWASAKI	ZX1202B	2004	1199	5.2 +
321	KAWASAKI	ZX1204A	2004	1199	5.2 +
322	KAWASAKI	ZX1406A	2006	1352	5.2 +
323	KAWASAKI	ZX6094A	1997	599	3.0 - 3.4
324	KAWASAKI	ZX6098A	1998	599	3.0 - 3.4
325	KAWASAKI	ZX6098A	1999	599	3.0 - 3.4
326	KAWASAKI	ZX9094A	1995	899	3.8 - 4.2
327	KAWASAKI	ZX9094A	1997	899	3.8 - 4.2
328	KAWASAKI	ZX9097A	1998	899	4.3 - 4.7
329	KAWASAKI	ZXR293A	1989	249	1.7 - 2.0
330	KAWASAKI	ZZR290A	2006	248	1.2 - 1.6
331	KINLON	KBR06	2007	193	1.2 - 1.6
332	KTM	2T04A	2004	193	1.7 - 2.0
333	KTM	2T04A	2009	193	2.1 - 2.9
334	KTM	2T04A	2009	293	2.1 - 2.9
335	KTM	4T03E	2003	510	4.3 - 4.7
336	KTM	4T04A	2004	510	4.3 - 4.7

337	KTM	4T04A	2005	510	3.8 - 4.2
338	KTM	4T04C	2004	625	3.8 - 4.2
339	KTM	4T04C	2005	625	3.8 - 4.2
340	KTM	4TEX06A	2006	448	3.8 - 4.2
341	KTM	4TEX06A	2007	250	2.1 - 2.9
342	KTM	4TEX06A	2008	449	3.8 - 4.2
343	KTM	4TEX06A	2009	510	4.3 - 4.7
344	KTM	525EXC	2003	510	4.3 - 4.7
345	KTM	525EXC	2004	510	4.3 - 4.7
346	KTM	64002A	2004	625	3.8 - 4.2
347	KTM	690L08	2008	654	4.3 - 4.7
348	KTM	690L08	2009	654	4.3 - 4.7
349	KTM	LC403A	2003	625	3.8 - 4.2
350	KTM	LC403C	2003	625	3.8 - 4.2
351	KTM	LC403C	2007	654	4.3 - 4.7
352	KTM	LC86A	2008	990	4.8 - 5.1
353	KYMCO	PEOP03A	2005	150	1.2 - 1.6
354	KYMCO	PEOP03A	2009	150	1.2 - 1.6
355	KYMCO	S703A	2008	249	1.2 - 1.6
356	LARO-D	DD2509	2010	233	1.2 - 1.6
357	MOTO GUZZI	BREV03A	2003	744	3.8 - 4.2
358	MOTO GUZZI	BREVA	2005	1064	4.3 - 4.7
359	MOTO GUZZI	LP07	2007	1151	4.3 - 4.7
360	MOTO GUZZI	LS06A	2008	1151	4.3 - 4.7
361	MOTO GUZZI	NEVA96A	1996	744	3.8 - 4.2
362	OZTRIKE	CHOP05A	2010	1916	4.3 - 4.7
363	OZTRIKE	CHOP06A	2007	1584	3.8 - 4.2
364	PIAGGIO	M1900A	2003	150	1.2 - 1.6
365	PIAGGIO	PSIM07B	2008	124	0 - 1.1
366	ROYAL ENFIELD	BULL03A	2005	500	2.1 - 2.9
367	ROYAL ENFIELD	BULL05A	2006	499	2.1 - 2.9
368	SACHS	SCP606A	2008	119	0 - 1.1
369	SACHS	SCP606A	2012	119	0 - 1.1
370	SUZUKI	AN4006A	2009	400	1.7 - 2.0
371	SUZUKI	DL1002A	2002	996	4.3 - 4.7
372	SUZUKI	DL6503A	2005	645	3.0 - 3.4
373	SUZUKI	DL6506A	2007	645	3.0 - 3.4
374	SUZUKI	DL6506A	2008	645	3.0 - 3.4
375	SUZUKI	DR6505A	2007	644	3.8 - 4.2
376	SUZUKI	DRZ400A	2000	398	3.0 - 3.4
377	SUZUKI	DRZ405A	2005	398	2.1 - 2.9
378	SUZUKI	GS5000A	2002	487	2.1 - 2.9
379	SUZUKI	GS5003A	2003	487	2.1 - 2.9
380	SUZUKI	GS5004A	2007	487	2.1 - 2.9
381	SUZUKI	GS5004B	2005	487	2.1 - 2.9
382	SUZUKI	GSF103A	2004	1157	4.8 - 5.1
383	SUZUKI	GSF106B	2006	1157	5.2 +
384	SUZUKI	GSF107	2008	1255	5.2 +
385	SUZUKI	GSF99A	1990	248	1.2 - 1.6

386	SUZUKI	GSR605A	2006	599	3.0 - 3.4
387	SUZUKI	GSX-07	2008	999	4.8 - 5.1
388	SUZUKI	GSX-08	2008	750	3.8 - 4.2
389	SUZUKI	GSX-08A	2008	599	3.0 - 3.4
390	SUZUKI	GSX-09	2009	999	5.2 +
391	SUZUKI	GSX105A	2008	1402	5.2 +
392	SUZUKI	GSX107	2008	1340	5.2 +
393	SUZUKI	GSX290A	1996	248	1.2 - 1.6
394	SUZUKI	GSX607	2009	656	2.1 - 2.9
395	SUZUKI	GSX789A	1997	748	3.5 - 3.7
396	SUZUKI	GSX798B	1998	750	3.5 - 3.7
397	SUZUKI	GSX99A	1999	1299	5.2 +
398	SUZUKI	GSXR00B	2000	599	3.0 - 3.4
399	SUZUKI	GSXR03A	2003	988	5.2 +
400	SUZUKI	GSXR04A	2004	749	3.8 - 4.2
401	SUZUKI	GSXR04B	2004	599	3.0 - 3.4
402	SUZUKI	GSXR05C	2005	999	5.2 +
403	SUZUKI	GSXR06A	2006	599	3.0 - 3.4
404	SUZUKI	GSXR06B	2007	750	3.8 - 4.2
405	SUZUKI	GSXR92A	1989	1127	4.8 - 5.1
406	SUZUKI	GSXR96A	1996	749	3.8 - 4.2
407	SUZUKI	GSXR96C	1997	600	3.0 - 3.4
408	SUZUKI	GZ2598A	1998	249	1.7 - 2.0
409	SUZUKI	RMX297A	1998	249	2.1 - 2.9
410	SUZUKI	SV1003A	2003	996	4.8 - 5.1
411	SUZUKI	SV1003B	2003	996	4.8 - 5.1
412	SUZUKI	SV6500A	2002	645	3.5 - 3.7
413	SUZUKI	SV6503A	2003	645	3.5 - 3.7
414	SUZUKI	SV6503B	2003	645	3.5 - 3.7
415	SUZUKI	SV6506B	2009	645	3.5 - 3.7
416	SUZUKI	SV6599A	1999	645	3.5 - 3.7
417	SUZUKI	TL1098A	1998	996	4.8 - 5.1
418	SUZUKI	TU2596A	1996	249	1.7 - 2.0
419	SUZUKI	VL1597A	1998	1462	4.8 - 5.1
420	SUZUKI	VL8006A	2007	805	3.0 - 3.4
421	SUZUKI	VLR107	2008	1783	4.8 - 5.1
422	SUZUKI	VZ1508	2009	1462	4.3 - 4.7
423	SUZUKI	VZ1806A	2007	1783	5.2 +
424	SYM	AV1208	2011	125	1.2 - 1.6
425	SYM	CLAS09A	2011	124	1.2 - 1.6
426	TCS	FATM07	2008	1966	5.2 +
427	TGB	SCP05C	2007	125	1.2 - 1.6
428	TGB	SCP05C	2009	125	1.2 - 1.6
429	TRIUMPH	BONN00A	2001	800	3.5 - 3.7
430	TRIUMPH	BONN02B	2004	800	3.5 - 3.7
431	TRIUMPH	BONN06A	2008	865	3.5 - 3.7
432	TRIUMPH	BONN06B	2006	800	3.0 - 3.4
433	TRIUMPH	BONN06B	2010	865	3.8 - 4.2
434	TRIUMPH	DAYT06A	2008	675	3.8 - 4.2

435	TRIUMPH	DAYT06A	2011	675	3.8 - 4.2
436	TRIUMPH	DAYT07	2008	675	3.8 - 4.2
437	TRIUMPH	DAYT07	2009	675	3.8 - 4.2
438	TRIUMPH	DAYT93A	1993	885	3.8 - 4.2
439	TRIUMPH	ROCK04A	2005	2294	5.2 +
440	TRIUMPH	ROCK06	2008	2294	5.2 +
441	TRIUMPH	ROCK06	2009	2294	5.2 +
442	TRIUMPH	SPEE05B	2008	1050	4.8 - 5.1
443	TRIUMPH	T10007	2007	1050	4.8 - 5.1
444	TRIUMPH	T20005A	2006	1050	4.3 - 4.7
445	TRIUMPH	T20006	2008	1050	4.3 - 4.7
446	TRIUMPH	T50001A	2004	955	4.3 - 4.7
447	TRIUMPH	T60099B	2000	955	4.3 - 4.7
448	TRIUMPH	THUN95B	1998	885	3.8 - 4.2
449	TRIUMPH	TIGE05A	2006	955	3.8 - 4.2
450	TRIUMPH	TIGE10	2011	800	3.5 - 3.7
451	TRIUMPH	TIGER10	2007	1050	4.8 - 5.1
452	TRIUMPH	TT6000A	2000	600	3.0 - 3.4
453	TRIUMPH	TT6000A	2001	600	3.0 - 3.4
454	TRIUMPH	TT6004A	2004	600	3.0 - 3.4
455	VESPA	M4405A	2006	151	1.2 - 1.6
456	VESPA	PX2096A	1996	198	1.7 - 2.0
457	VICTORY	VSER08	2011	1731	5.2 +
458	WANGYE	MTWY07	2011	124	1.2 - 1.6
459	YAMAHA	BELG03A	2003	450	3.5 - 3.7
460	YAMAHA	BELG03A	2004	450	3.5 - 3.7
461	YAMAHA	BELG03C	2004	1670	5.2 +
462	YAMAHA	BELG03D	2009	101	0 - 1.1
463	YAMAHA	BELG04B	2005	450	3.5 - 3.7
464	YAMAHA	BELG06	2008	223	1.7 - 2.0
465	YAMAHA	BELG06B	2006	450	3.5 - 3.7
466	YAMAHA	BELG06B	2008	450	3.5 - 3.7
467	YAMAHA	BELG06B	2009	450	3.5 - 3.7
468	YAMAHA	BFM95C	1998	249	2.1 - 2.9
469	YAMAHA	DT175A	2005	171	1.7 - 2.0
470	YAMAHA	FJR101A	2001	1298	5.2 +
471	YAMAHA	FJR103A	2005	1298	5.2 +
472	YAMAHA	FJR106A	2008	1298	4.8 - 5.1
473	YAMAHA	FZ106A	2006	998	4.8 - 5.1
474	YAMAHA	FZR294A	1994	249	1.7 - 2.0
475	YAMAHA	FZR294A	1999	249	1.7 - 2.0
476	YAMAHA	TDM899A	1999	849	3.8 - 4.2
477	YAMAHA	TRX896A	1995	849	4.3 - 4.7
478	YAMAHA	TT2500A	2001	249	2.1 - 2.9
479	YAMAHA	TT2500A	2007	249	2.1 - 2.9
480	YAMAHA	TT2500A	2008	249	2.1 - 2.9
481	YAMAHA	TT2594C	1999	249	2.1 - 2.9
482	YAMAHA	VMAX95A	1992	1197	4.3 - 4.7
483	YAMAHA	XJ608	2009	600	3.0 - 3.4

484	YAMAHA	XJR101A	2001	1251	5.2 +
485	YAMAHA	XJR198A	2001	1251	5.2 +
486	YAMAHA	XP5000A	2007	499	2.1 - 2.9
487	YAMAHA	XT660R	2004	660	3.5 - 3.7
488	YAMAHA	XTZ695A	1996	660	3.8 - 4.2
489	YAMAHA	XV2599A	2000	249	1.7 - 2.0
490	YAMAHA	XV2599A	2007	249	1.7 - 2.0
491	YAMAHA	XVS100A	2002	1063	3.8 - 4.2
492	YAMAHA	XVS1300	2007	1304	4.3 - 4.7
493	YAMAHA	XVS600A	2001	649	2.1 - 2.9
494	YAMAHA	XVS600A	2004	649	2.1 - 2.9
495	YAMAHA	XVS600A	2008	649	2.1 - 2.9
496	YAMAHA	XVS600B	2005	649	3.0 - 3.4
497	YAMAHA	XVS600B	2007	649	3.0 - 3.4
498	YAMAHA	XVS697A	1997	649	3.0 - 3.4
499	YAMAHA	YAMA87C	1994	1063	4.3 - 4.7
500	YAMAHA	YAMA88D	1991	599	3.0 - 3.4
501	YAMAHA	YAMA88E	1994	249	1.7 - 2.0
502	YAMAHA	YZF03A	2003	600	3.5 - 3.7
503	YAMAHA	YZF04A	2004	998	5.2 +
504	YAMAHA	YZF04A	2005	998	5.2 +
505	YAMAHA	YZF06A	2006	998	5.2 +
506	YAMAHA	YZF06A	2008	998	5.2 +
507	YAMAHA	YZF06A	2009	998	5.2 +
508	YAMAHA	YZF06B	2006	599	3.5 - 3.7
509	YAMAHA	YZF06B	2007	599	3.5 - 3.7
510	YAMAHA	YZF06B	2008	599	3.5 - 3.7
511	YAMAHA	YZF196A	1998	1003	4.8 - 5.1
512	YAMAHA	YZF698A	2000	600	3.5 - 3.7
513	YAMAHA	YZFR00A	2002	600	3.5 - 3.7
514	YAMAHA	YZFR09	2011	149	1.2 - 1.6
515	YAMAHA	YZFR125	2009	124	0 - 1.1
516	YAMAHA	YZFR98A	1998	998	5.2 +
517	YAMAHA	YZFR98A	2000	998	5.2 +
518	YAMAHA	YZFR98A	2001	998	5.2 +

Note: Make/model/year/engine capacity is unknown for 9.2% of claims records. Some of these claims records may pertain to a make/model/year/engine capacity not listed here.

PIR data as at March 2014

Source: RTA Drives database / MAA PIR database

Reference: vk20140501

No. of claims, exposure and incurred cost by selected vehicle class, by region

Measure	Region	Vehicle Class	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98
Claims Number of claims as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	-	1	1	-	-	4	2	-	-
		Motor Cycle 101 - 300 ml	25	19	15	15	19	14	13	18	11
		Motor Cycle > 300 ml	48	34	36	26	44	47	48	36	48
		Motor Car	6,393	6,007	6,105	6,232	7,326	8,533	8,057	7,690	7,864
	2. Outer metro	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle > 300 ml	-	-	-	-	-	-	-	-	-
		Motor Car	-	-	-	-	-	-	-	-	-
	3. Newcastle	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	1	2	-	-	1	-	1	1	1
		Motor Cycle > 300 ml	7	5	2	4	5	3	2	4	8
		Motor Car	406	422	381	389	474	547	492	526	528
	4. Wollongong	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	2	-	1	1	1	-	1	1
		Motor Cycle > 300 ml	6	4	1	-	4	3	3	4	1
		Motor Car	285	294	299	250	327	382	336	329	293
	5. Country	Motor Cycle < 100 ml	2	2	-	2	1	6	-	-	-
		Motor Cycle 101 - 300 ml	16	18	19	13	11	22	20	7	9
		Motor Cycle > 300 ml	40	27	17	25	33	44	47	36	34
		Motor Car	2,864	2,534	2,522	2,812	3,101	3,396	3,063	2,864	2,944
Exposure Number of vehicles exposed in accident year (1998/99 is 15 months)	1. Metro	Motor Cycle < 100 ml	1,187.45	1,187.45	1,154.17	1,095.49	1,046.87	949.88	917.25	861.25	817.50
		Motor Cycle 101 - 300 ml	9,799.28	9,799.28	8,971.77	9,453.19	10,545.81	10,609.75	11,112.38	11,391.63	11,782.13
		Motor Cycle > 300 ml	14,929.44	14,929.44	14,336.45	14,681.06	15,987.50	16,638.88	18,158.75	18,818.88	19,588.38
		Motor Car	1,357,788.48	1,357,788.48	1,360,267.42	1,450,098.76	1,494,149.83	1,511,907.88	1,563,484.25	1,592,160.88	1,608,022.63
	2. Outer metro	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle > 300 ml	-	-	-	-	-	-	-	-	-
		Motor Car	-	-	-	-	-	-	-	-	-
	3. Newcastle	Motor Cycle < 100 ml	354.12	354.12	328.04	301.84	282.02	241.38	225.38	216.38	190.25
		Motor Cycle 101 - 300 ml	1,345.85	1,345.85	1,242.32	1,227.36	1,309.59	1,336.13	1,545.75	1,563.88	1,579.88
		Motor Cycle > 300 ml	1,617.24	1,617.24	1,590.16	1,562.12	1,681.93	1,845.38	2,096.38	2,104.63	2,185.63
		Motor Car	106,918.35	106,918.35	107,152.21	113,593.05	118,646.95	119,277.25	122,086.13	125,029.25	125,936.50
	4. Wollongong	Motor Cycle < 100 ml	122.07	122.07	120.05	126.80	116.93	91.13	80.38	77.38	71.25
		Motor Cycle 101 - 300 ml	1,083.54	1,083.54	981.98	1,018.73	1,009.90	978.00	908.75	920.75	939.75
		Motor Cycle > 300 ml	1,253.03	1,253.03	1,192.25	1,238.59	1,333.84	1,373.00	1,478.13	1,527.63	1,566.50
		Motor Car	71,536.84	71,536.84	72,103.36	77,296.91	78,017.12	76,890.25	77,620.38	78,959.75	79,622.13
	5. Country	Motor Cycle < 100 ml	3,883.19	3,883.19	3,569.30	3,205.15	2,888.98	2,544.63	2,282.75	2,049.13	1,802.88
		Motor Cycle 101 - 300 ml	20,882.86	20,882.86	18,878.14	18,532.80	18,363.56	17,578.38	17,130.13	15,737.13	15,144.75
		Motor Cycle > 300 ml	14,491.59	14,491.59	13,686.96	14,051.58	16,063.26	17,631.50	19,210.63	19,376.25	20,714.88
		Motor Car	835,029.92	835,029.92	843,647.43	918,576.75	966,083.04	976,606.38	993,016.25	1,008,315.38	1,023,496.88
Incurred Cost Incurred cost as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	-	54,394.05	35.00	-	-	165,168.25	134,720.60	-	-
		Motor Cycle 101 - 300 ml	621,767.87	1,205,926.59	275,008.00	574,055.08	735,512.36	3,470,754.85	576,243.89	1,546,829.33	2,819,918.50
		Motor Cycle > 300 ml	6,653,686.39	2,857,925.16	2,664,308.00	3,708,868.09	6,210,598.01	2,932,511.53	3,691,003.26	4,327,836.89	3,261,751.93
		Motor Car	249,106,609.84	244,452,270.92	258,928,831.19	283,296,513.08	395,781,657.82	474,947,390.29	414,947,842.46	409,947,520.73	474,781,667.02
	2. Outer metro	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle > 300 ml	-	-	-	-	-	-	-	-	-
		Motor Car	-	-	-	-	-	-	-	-	-
	3. Newcastle	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	23,472.00	108,919.00	-	-	3,313.00	-	89,380.50	29,591.80	-
		Motor Cycle > 300 ml	161,918.00	42,077.00	883.00	74,669.33	452,353.34	281,945.24	53,998.02	97,594.54	244,225.21
		Motor Car	16,640,269.89	10,857,920.65	18,524,778.64	19,609,247.33	14,712,317.68	30,367,718.81	25,520,975.48	28,786,527.87	28,429,256.07
	4. Wollongong	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	37,495.00	-	223,448.70	7,275.00	25,855.12	-	67,471.80	6,528.00
		Motor Cycle > 300 ml	501,765.99	693,795.44	95.00	-	373,993.56	137,987.14	127,369.93	1,272,042.11	130,583.26
		Motor Car	13,174,486.08	12,822,601.51	9,839,222.87	13,710,594.78	15,236,760.38	21,584,868.83	17,280,925.31	22,056,182.05	26,559,739.06
	5. Country	Motor Cycle < 100 ml	31,433.00	82,496.00	-	40,532.30	336,758.71	1,362,019.92	-	-	-
		Motor Cycle 101 - 300 ml	224,766.30	1,691,632.33	785,224.98	709,741.98	776,840.36	1,923,619.23	1,367,051.43	748,648.68	292,206.70
		Motor Cycle > 300 ml	3,096,492.30	1,004,548.38	1,215,805.94	1,613,894.83	3,347,311.86	6,525,972.22	6,591,133.73	2,295,031.65	3,076,616.08
		Motor Car	129,811,961.60	115,206,118.11	121,139,460.75	148,137,259.94	179,374,270.03	210,931,536.99	185,394,238.05	202,963,017.69	215,582,082.23

Source: Finity
ref no.: vk20141203

No. of claims, exposure and incurred cost by selected vehicle class, by region

Measure	Region	Vehicle Class	Accident year								
			1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Claims Number of claims as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	-	-	-	-	-	1	-	-	2
		Motor Cycle 101 - 300 ml	9	9	17	11	8	6	7	3	8
		Motor Cycle > 300 ml	67	43	44	35	31	27	35	31	21
		Motor Car	9,931	6,982	6,192	5,193	4,580	4,612	4,499	4,320	3,941
	2. Outer metro	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	-	-	-	-	-	3	-	-
		Motor Cycle > 300 ml	-	-	3	1	-	1	1	2	1
		Motor Car	-	-	221	181	159	193	180	161	153
	3. Newcastle	Motor Cycle < 100 ml	1	-	-	-	1	-	-	-	-
		Motor Cycle 101 - 300 ml	-	3	2	6	2	3	-	-	3
		Motor Cycle > 300 ml	4	1	16	9	6	6	8	9	6
		Motor Car	593	425	1,001	899	813	811	779	772	705
	4. Wollongong	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	2	3	-	-	1	-	-	-	-
		Motor Cycle > 300 ml	9	5	1	-	6	3	-	-	-
		Motor Car	426	288	285	218	204	175	182	179	172
	5. Country	Motor Cycle < 100 ml	-	-	-	-	-	-	1	-	-
		Motor Cycle 101 - 300 ml	13	7	4	5	7	3	-	-	2
		Motor Cycle > 300 ml	60	29	30	25	27	19	17	16	6
		Motor Car	4,286	3,118	1,625	1,536	1,472	1,389	1,286	1,206	1,162
Exposure Number of vehicles exposed in accident year (1998/99 is 15 months)	1. Metro	Motor Cycle < 100 ml	964.69	783.79	786.61	807.78	1,190.00	1,412.50	1,635.00	2,022.00	2,187.00
		Motor Cycle 101 - 300 ml	14,884.53	12,293.85	13,674.69	14,042.84	15,234.00	15,712.00	16,190.00	17,712.00	19,614.00
		Motor Cycle > 300 ml	25,420.78	21,903.87	25,292.09	25,973.00	29,918.00	31,025.00	32,132.00	34,483.00	37,366.00
		Motor Car	2,045,814.22	1,684,736.35	1,730,163.37	1,776,742.88	1,846,207.00	1,870,614.00	1,895,021.00	1,925,819.00	1,966,425.00
	2. Outer metro	Motor Cycle < 100 ml	-	-	38.21	39.24	48.00	48.00	48.00	66.00	82.00
		Motor Cycle 101 - 300 ml	-	-	1,144.96	1,175.78	1,180.00	1,143.00	1,106.00	1,144.00	1,230.00
		Motor Cycle > 300 ml	-	-	2,772.49	2,847.13	3,157.00	3,365.50	3,574.00	3,817.00	4,060.00
		Motor Car	-	-	82,132.91	84,344.09	89,487.00	90,871.50	92,256.00	92,390.00	93,600.00
	3. Newcastle	Motor Cycle < 100 ml	229.06	191.41	312.82	321.24	378.00	429.00	480.00	536.00	558.00
		Motor Cycle 101 - 300 ml	1,948.91	1,604.86	4,078.36	4,188.16	4,958.00	5,207.50	5,457.00	5,869.00	6,591.00
		Motor Cycle > 300 ml	2,837.97	2,473.28	7,199.86	7,393.70	9,419.00	10,402.50	11,386.00	12,367.00	13,476.00
		Motor Car	160,606.72	131,814.12	344,627.02	353,905.08	399,371.00	417,026.50	434,682.00	442,914.00	450,959.00
	4. Wollongong	Motor Cycle < 100 ml	71.09	53.39	62.28	63.96	68.00	76.00	84.00	102.00	115.00
		Motor Cycle 101 - 300 ml	1,200.00	964.12	868.18	891.55	947.00	954.00	961.00	1,091.00	1,225.00
		Motor Cycle > 300 ml	2,022.66	1,772.10	1,949.20	2,001.68	2,299.00	2,392.50	2,486.00	2,748.00	2,973.00
		Motor Car	101,727.19	82,886.54	83,359.35	85,603.55	90,255.00	90,850.00	91,445.00	94,146.00	96,271.00
	5. Country	Motor Cycle < 100 ml	2,006.72	1,899.03	1,316.46	1,351.91	1,381.00	1,453.00	1,525.00	1,714.00	1,782.00
		Motor Cycle 101 - 300 ml	19,005.78	15,570.06	12,067.86	12,392.75	12,487.00	12,350.00	12,213.00	12,747.00	13,640.00
		Motor Cycle > 300 ml	27,843.13	24,769.05	22,236.67	22,835.33	27,510.00	29,037.50	30,565.00	33,269.00	36,581.00
		Motor Car	1,319,175.00	1,075,442.62	812,426.98	834,299.16	879,451.00	886,865.50	894,280.00	900,826.00	913,623.00
Incurred Cost Incurred cost as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	-	-	-	-	-	61,612.00	-	-	89,580.00
		Motor Cycle 101 - 300 ml	178,672.10	467,836.30	2,722,198.00	554,301.00	823,028.00	129,908.00	307,402.00	36,814.00	748,074.00
		Motor Cycle > 300 ml	7,120,326.97	6,617,196.14	7,485,438.00	7,541,448.00	2,877,226.00	8,303,131.00	9,137,489.00	5,624,072.00	14,370,440.00
		Motor Car	615,191,984.17	442,300,564.44	442,597,106.00	452,735,678.00	407,616,954.00	508,137,369.00	487,922,099.00	436,805,174.00	409,566,964.00
	2. Outer metro	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	-	-	-	200.00	-	-	1,362,923.00	-	-
		Motor Cycle > 300 ml	-	-	679,835.00	8,768.00	-	8,142.00	3,405.00	71,328.00	30,495.00
		Motor Car	-	-	20,692,181.00	12,758,263.00	20,483,146.00	28,828,029.00	16,307,442.00	16,485,116.00	17,900,911.00
	3. Newcastle	Motor Cycle < 100 ml	10,345.00	-	-	-	14,472.00	-	-	-	-
		Motor Cycle 101 - 300 ml	-	19,744.00	532,089.00	1,873,338.00	434,536.00	45,750.00	-	-	362,158.00
		Motor Cycle > 300 ml	735,726.60	4,108.00	1,453,292.00	1,110,559.00	612,403.00	674,662.00	4,498,830.00	2,559,576.00	305,461.00
		Motor Car	52,578,077.99	23,158,425.22	54,197,723.00	65,290,006.00	91,509,383.00	82,384,527.00	68,279,900.00	84,775,336.00	66,602,179.00
	4. Wollongong	Motor Cycle < 100 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 101 - 300 ml	139,770.00	175,613.00	-	-	-	-	-	-	-
		Motor Cycle > 300 ml	1,377,510.70	678,469.40	84,603.00	-	10,303,244.00	775,020.00	-	-	-
		Motor Car	29,950,465.85	16,156,116.69	22,151,812.00	14,541,879.00	19,509,762.00	14,283,176.00	15,139,353.00	24,731,369.00	12,400,843.00
	5. Country	Motor Cycle < 100 ml	-	-	-	-	-	-	8,781.00	-	-
		Motor Cycle 101 - 300 ml	1,728,656.50	1,156,710.30	294,106.00	1,139,851.00	322,245.00	180,047.00	-	-	61,710.00
		Motor Cycle > 300 ml	5,230,183.65	2,642,730.57	5,711,990.00	3,429,837.00	8,763,834.00	2,532,949.00	2,053,563.00	5,158,586.00	2,490,057.00
		Motor Car	299,678,776.99	222,170,978.22	133,925,438.00	136,298,865.00	172,103,017.00	165,097,037.00	147,285,666.00	164,974,044.00	177,317,096.00

Source: Finity
ref no.: vk20141203

No. of claims, exposure and incurred cost by selected vehicle class, by region

Measure	Region	Vehicle Class	2007/08	Total
Claims				
Number of claims as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	1	12
		Motor Cycle 101 - 300 ml	6	233
		Motor Cycle > 300 ml	8	709
		Motor Car	1,814	116,271
	2. Outer metro	Motor Cycle < 100 ml	-	-
		Motor Cycle 101 - 300 ml	1	4
		Motor Cycle > 300 ml	1	10
		Motor Car	56	1,304
	3. Newcastle	Motor Cycle < 100 ml	-	2
		Motor Cycle 101 - 300 ml	-	26
		Motor Cycle > 300 ml	1	106
		Motor Car	289	11,252
	4. Wollongong	Motor Cycle < 100 ml	-	-
		Motor Cycle 101 - 300 ml	-	13
		Motor Cycle > 300 ml	-	50
		Motor Car	73	4,997
	5. Country	Motor Cycle < 100 ml	-	14
		Motor Cycle 101 - 300 ml	-	176
		Motor Cycle > 300 ml	12	544
		Motor Car	466	43,646
Exposure Number of vehicles exposed in accident year (1998/99 is 15 months)	1. Metro	Motor Cycle < 100 ml	1,797.00	22,804
		Motor Cycle 101 - 300 ml	17,413.50	250,237
		Motor Cycle > 300 ml	31,454.25	443,037
		Motor Car	1,514,853.00	31,552,064
	2. Outer metro	Motor Cycle < 100 ml	67.50	437
		Motor Cycle 101 - 300 ml	990.75	9,114
		Motor Cycle > 300 ml	3,330.75	26,924
		Motor Car	72,138.75	697,220
	3. Newcastle	Motor Cycle < 100 ml	432.00	6,361
		Motor Cycle 101 - 300 ml	5,754.00	58,153
		Motor Cycle > 300 ml	11,575.50	104,832
		Motor Car	345,410.25	4,526,874
	4. Wollongong	Motor Cycle < 100 ml	85.50	1,709
		Motor Cycle 101 - 300 ml	1,052.25	19,079
		Motor Cycle > 300 ml	2,547.00	35,407
		Motor Car	74,364.75	1,574,492
	5. Country	Motor Cycle < 100 ml	1,386.75	41,925
		Motor Cycle 101 - 300 ml	11,319.75	296,924
		Motor Cycle > 300 ml	30,798.00	435,163
		Motor Car	699,292.50	17,615,484
Incurred Cost Incurred cost as at 30 June 2008	1. Metro	Motor Cycle < 100 ml	43,000.00	548,510
		Motor Cycle 101 - 300 ml	504,075.00	18,298,325
		Motor Cycle > 300 ml	1,008,606.00	106,393,862
		Motor Car	159,273,006.00	7,568,337,202
	2. Outer metro	Motor Cycle < 100 ml	-	-
		Motor Cycle 101 - 300 ml	53,996.00	1,417,119
		Motor Cycle > 300 ml	10,000.00	811,973
		Motor Car	8,065,268.00	141,520,356
	3. Newcastle	Motor Cycle < 100 ml	-	24,817
		Motor Cycle 101 - 300 ml	-	3,522,291
		Motor Cycle > 300 ml	52,000.00	13,416,281
		Motor Car	22,430,398.00	804,654,968
	4. Wollongong	Motor Cycle < 100 ml	-	-
		Motor Cycle 101 - 300 ml	-	683,457
		Motor Cycle > 300 ml	-	16,456,480
		Motor Car	6,192,292.00	327,322,449
	5. Country	Motor Cycle < 100 ml	-	1,862,021
		Motor Cycle 101 - 300 ml	-	13,403,058
		Motor Cycle > 300 ml	3,765,186.00	70,545,723
		Motor Car	47,253,906.00	3,174,644,770

Source: Finity
ref no.: vk20141203

No. of claims, exposure and incurred cost (\$) by selected vehicle class, by region

Measure	Region	Vehicle Class	Accident year								
			2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Claims Number of claims as at 30 September 2013	1. Metro	Motor Cycle < 225 ml	2	1	1	2	1	3	3	3	4
		Motor Cycle 225 - 725 ml	11	15	14	12	10	9	10	15	25
		Motor Cycle 725 - 1125 ml	23	12	10	20	15	12	12	13	20
		Motor Cycle 1125 - 1325 ml	1	1	2	6	12	2	6	4	4
		Motor Cycle > 1325 ml	3	4	10	3	-	6	3	5	4
		Motor Car	5,289	4,846	4,768	5,033	4,745	4,676	4,357	4,451	4,631
	2. Outer metro	Motor Cycle < 225 ml	-	-	-	-	-	-	1	-	-
		Motor Cycle 225 - 725 ml	-	-	-	2	-	-	2	1	1
		Motor Cycle 725 - 1125 ml	1	-	-	-	2	1	-	-	1
		Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-	-	1
		Motor Cycle > 1325 ml	1	-	-	1	-	1	-	-	-
		Motor Car	94	109	140	116	130	133	123	158	159
	3. Newcastle	Motor Cycle < 225 ml	1	-	-	-	-	-	-	-	2
		Motor Cycle 225 - 725 ml	6	2	5	2	-	5	1	3	1
		Motor Cycle 725 - 1125 ml	1	4	5	3	4	5	2	6	4
		Motor Cycle 1125 - 1325 ml	1	1	-	-	1	-	2	-	-
		Motor Cycle > 1325 ml	6	1	1	1	2	2	1	7	-
		Motor Car	783	766	761	663	636	685	702	694	653
	4. Wollongong	Motor Cycle < 225 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 225 - 725 ml	-	1	1	-	-	-	-	1	1
		Motor Cycle 725 - 1125 ml	-	2	-	-	-	-	-	-	-
		Motor Cycle 1125 - 1325 ml	-	2	2	-	-	-	-	-	-
		Motor Cycle > 1325 ml	-	-	2	-	-	-	1	-	1
		Motor Car	232	198	162	163	144	144	165	145	164
	5. Country	Motor Cycle < 225 ml	1	1	1	1	-	-	-	-	-
		Motor Cycle 225 - 725 ml	11	5	7	4	4	4	4	9	12
		Motor Cycle 725 - 1125 ml	14	5	5	9	7	1	7	7	5
		Motor Cycle 1125 - 1325 ml	4	5	1	5	5	1	-	5	1
		Motor Cycle > 1325 ml	5	8	13	8	2	2	9	4	8
		Motor Car	1,912	1,505	1,478	1,177	1,079	1,133	1,149	1,230	1,127
Exposure Number of vehicles exposed in accident year (financial year)	1. Metro	Motor Cycle < 225 ml	5,441.38	5,734.00	6,272.38	7,343.63	8,696.00	10,230.38	12,017.00	14,936.75	15,685.13
		Motor Cycle 225 - 725 ml	14,798.50	17,542.13	18,229.63	18,964.88	20,277.75	21,784.63	23,523.63	26,501.75	29,514.75
		Motor Cycle 725 - 1125 ml	11,026.13	13,349.63	13,878.38	14,231.13	14,596.50	15,156.00	15,930.00	16,966.00	17,759.13
		Motor Cycle 1125 - 1325 ml	1,908.63	2,376.50	2,803.38	3,081.50	3,360.13	3,722.75	4,109.75	4,490.25	4,970.00
		Motor Cycle > 1325 ml	3,651.63	4,448.63	4,724.88	4,956.13	5,201.25	5,601.38	6,208.13	6,936.88	7,557.25
		Motor Car	1,538,662.88	1,805,498.25	1,845,844.00	1,877,883.75	1,917,347.50	1,956,251.50	1,996,707.88	2,030,597.13	2,055,632.38
	2. Outer metro	Motor Cycle < 225 ml	246.75	323.00	350.63	347.50	359.38	402.63	422.25	468.13	554.38
		Motor Cycle 225 - 725 ml	1,333.00	1,712.13	1,748.75	1,809.63	1,950.38	2,214.38	2,326.50	2,558.25	2,800.38
		Motor Cycle 725 - 1125 ml	1,133.00	1,380.13	1,421.25	1,534.25	1,600.88	1,609.13	1,646.13	1,702.00	1,812.50
		Motor Cycle 1125 - 1325 ml	212.50	288.38	316.75	356.88	405.38	458.38	482.25	534.75	629.50
		Motor Cycle > 1325 ml	382.75	472.88	508.00	560.88	619.38	652.75	743.25	844.38	979.88
		Motor Car	67,330.25	86,251.75	89,302.38	91,596.88	92,878.75	94,044.75	96,137.00	98,398.50	101,128.75
	3. Newcastle	Motor Cycle < 225 ml	1,291.50	1,598.00	1,728.88	1,999.88	2,215.13	2,542.88	2,843.38	3,138.88	3,714.63
		Motor Cycle 225 - 725 ml	4,433.75	5,411.88	6,273.63	7,129.88	7,627.50	8,554.50	9,318.13	10,290.13	11,408.38
		Motor Cycle 725 - 1125 ml	3,185.63	3,720.13	4,145.50	4,679.00	4,841.75	5,041.75	5,347.38	5,880.25	6,247.00
		Motor Cycle 1125 - 1325 ml	508.88	669.13	842.13	1,081.75	1,237.13	1,399.25	1,626.75	1,818.25	1,956.00
		Motor Cycle > 1325 ml	1,096.75	1,348.50	1,619.00	1,937.75	2,075.88	2,291.50	2,561.38	2,968.38	3,359.00
		Motor Car	296,241.50	365,061.38	398,518.88	429,912.38	439,865.88	447,871.25	456,632.63	463,908.75	473,219.00
	4. Wollongong	Motor Cycle < 225 ml	253.38	323.00	317.00	331.25	406.13	470.25	515.50	588.38	715.25
		Motor Cycle 225 - 725 ml	1,114.13	1,243.25	1,286.38	1,354.88	1,491.50	1,579.75	1,758.25	1,951.25	2,130.63
		Motor Cycle 725 - 1125 ml	845.75	958.13	985.63	1,002.13	1,059.63	1,100.38	1,175.63	1,297.75	1,324.13
		Motor Cycle 1125 - 1325 ml	125.75	170.75	205.88	226.63	249.38	289.25	343.50	376.88	407.00
		Motor Cycle > 1325 ml	409.38	444.63	468.75	499.88	551.63	587.38	645.88	748.63	778.00
		Motor Car	71,635.25	87,341.63	90,138.25	91,483.13	91,255.63	92,780.50	95,664.50	98,595.25	100,021.38
	5. Country	Motor Cycle < 225 ml	4,671.25	5,324.63	5,176.25	5,210.88	5,517.75	6,082.50	6,619.38	7,094.25	8,069.63
		Motor Cycle 225 - 725 ml	14,146.88	16,205.88	16,646.88	17,283.75	18,759.13	20,721.50	22,400.13	24,440.75	26,355.63
		Motor Cycle 725 - 1125 ml	9,709.00	11,373.38	11,905.38	12,401.25	13,138.38	13,856.00	14,660.00	15,605.38	16,281.63
		Motor Cycle 1125 - 1325 ml	1,547.00	2,064.75	2,474.63	2,845.50	3,310.88	3,786.25	4,247.13	4,826.38	5,224.00
		Motor Cycle > 1325 ml	4,008.13	4,614.25	4,808.50	5,069.00	5,575.00	6,167.25	6,978.63	7,762.88	8,551.38
		Motor Car	730,382.75	870,250.50	879,160.75	885,525.00	901,051.88	912,979.50	929,624.25	943,558.63	958,156.13

No. of claims, exposure and incurred cost (\$) by selected vehicle class, by region

Measure	Region	Vehicle Class	Accident year								
			2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Incurred Cost (\$) Incurred cost as at 30 September 2013	1. Metro	Motor Cycle < 225 ml	95,993.00	1,079.00	61,612.00	425,833.00	30,000.00	34,639.00	218,479.00	280,589.00	9,040.00
		Motor Cycle 225 - 725 ml	1,268,949.00	2,410,209.00	1,356,489.00	1,659,603.00	1,098,513.00	1,050,485.00	1,888,394.00	5,202,431.00	3,353,391.00
		Motor Cycle 725 - 1125 ml	1,753,055.00	1,298,664.00	1,775,691.00	2,649,474.00	2,926,081.00	2,301,985.00	893,377.00	537,048.00	3,965,070.00
		Motor Cycle 1125 - 1325 ml	21,504.00	1,934.00	89,341.00	752,000.50	3,586,777.00	534,332.00	2,791,208.00	1,658,484.00	490,138.00
		Motor Cycle > 1325 ml	1,080,854.00	325,132.00	2,927,361.50	255,955.00	-	136,816.00	161,605.00	1,610,556.00	511,364.00
		Motor Car	389,036,240.00	387,735,944.00	404,165,709.50	460,756,499.50	501,678,835.00	523,666,336.00	480,015,207.00	539,663,430.00	567,236,284.00
	2. Outer metro	Motor Cycle < 225 ml	-	-	-	-	-	-	13,303.00	-	-
		Motor Cycle 225 - 725 ml	-	-	-	8,926.00	-	-	9,576.00	29,237.00	408,926.00
		Motor Cycle 725 - 1125 ml	8,768.00	-	-	-	278,329.00	475,627.00	-	-	835.00
		Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-	-	260,315.00
		Motor Cycle > 1325 ml	203,960.00	-	-	3,405.00	-	96,992.00	-	-	-
		Motor Car	6,813,336.00	14,215,539.00	10,169,461.00	9,818,537.50	14,332,610.50	13,479,935.00	16,809,873.00	17,726,615.00	16,993,206.00
	3. Newcastle	Motor Cycle < 225 ml	188,270.00	-	-	-	-	-	-	-	60,852.00
		Motor Cycle 225 - 725 ml	1,061,777.50	18,266.00	766,708.00	1,850.00	-	293,784.00	712,102.00	52,342.00	746,155.00
		Motor Cycle 725 - 1125 ml	165.00	51,834.00	703,675.00	21,962.00	736,624.00	1,266,769.00	446,207.00	677,794.00	2,415,543.00
		Motor Cycle 1125 - 1325 ml	476,280.00	65,439.00	-	-	22.00	-	46,817.00	-	-
		Motor Cycle > 1325 ml	353,103.00	221,490.00	13,504.00	8,484.00	51,781.00	277,299.00	14,835.00	1,925,312.00	-
		Motor Car	49,037,167.00	57,466,057.00	59,983,284.50	51,560,161.50	63,651,252.00	74,771,738.00	70,762,985.00	73,489,610.00	80,163,181.00
	4. Wollongong	Motor Cycle < 225 ml	-	-	-	-	-	-	-	-	-
		Motor Cycle 225 - 725 ml	-	-	1,113.00	-	-	-	-	319.00	447,255.00
		Motor Cycle 725 - 1125 ml	-	80,662.00	-	-	-	-	-	-	-
		Motor Cycle 1125 - 1325 ml	-	440,608.00	2,807,099.00	-	-	-	-	-	-
		Motor Cycle > 1325 ml	-	-	773,907.00	-	-	-	-	-	-
		Motor Car	13,909,895.50	14,002,555.50	11,993,373.00	22,857,769.50	17,842,769.00	13,679,667.00	21,558,936.00	22,749,853.00	20,742,765.00
	5. Country	Motor Cycle < 225 ml	76,936.00	23,800.00	23,367.00	8,781.00	-	-	-	-	-
		Motor Cycle 225 - 725 ml	2,716,390.00	323,703.00	432,419.00	546,658.00	1,304,921.00	1,523,643.00	207,988.00	260,659.00	2,300,165.00
		Motor Cycle 725 - 1125 ml	484,712.00	2,255,102.00	971,360.00	755,810.00	936,315.00	117,608.00	2,222,670.00	2,230,039.00	1,797,665.00
		Motor Cycle 1125 - 1325 ml	1,705,970.00	522,736.00	1,900.00	779,761.00	2,052,514.00	2,191.00	-	640,422.00	8,239.00
		Motor Cycle > 1325 ml	633,997.00	658,369.00	4,950,556.50	2,238,817.00	395,935.00	1,108,473.00	2,420,451.00	296,155.00	543,313.00
		Motor Car	151,475,025.00	132,293,888.00	164,224,056.50	120,287,006.00	134,625,346.00	123,876,202.00	154,083,478.50	183,196,126.00	176,630,348.00

Source: Ernst and Young
ref no.: vk20141203

No. of claims, exposure and incurred cost (\$) by selected vehicle class, by region

Measure	Region	Vehicle Class	2010/11	2011/12	2012/13	Total
Claims Number of claims as at 30 September 2013	1. Metro	Motor Cycle < 225 ml	5	4	7	36
		Motor Cycle 225 - 725 ml	9	27	18	175
		Motor Cycle 725 - 1125 ml	11	29	6	183
		Motor Cycle 1125 - 1325 ml	7	1	5	51
		Motor Cycle > 1325 ml	7	10	6	61
		Motor Car	4,611	4,990	4,275	56,672
	2. Outer metro	Motor Cycle < 225 ml	1	-	1	3
		Motor Cycle 225 - 725 ml	4	1	-	11
		Motor Cycle 725 - 1125 ml	-	-	-	5
		Motor Cycle 1125 - 1325 ml	-	1	-	2
		Motor Cycle > 1325 ml	3	1	-	7
		Motor Car	156	155	103	1,576
	3. Newcastle	Motor Cycle < 225 ml	-	1	1	5
		Motor Cycle 225 - 725 ml	2	3	3	33
		Motor Cycle 725 - 1125 ml	5	3	5	47
		Motor Cycle 1125 - 1325 ml	3	1	-	9
		Motor Cycle > 1325 ml	3	1	5	30
		Motor Car	682	684	503	8,212
	4. Wollongong	Motor Cycle < 225 ml	-	-	-	-
		Motor Cycle 225 - 725 ml	2	2	-	8
		Motor Cycle 725 - 1125 ml	1	-	-	3
		Motor Cycle 1125 - 1325 ml	-	1	-	5
		Motor Cycle > 1325 ml	1	1	-	6
		Motor Car	175	148	154	1,994
	5. Country	Motor Cycle < 225 ml	-	1	1	6
		Motor Cycle 225 - 725 ml	7	4	6	77
		Motor Cycle 725 - 1125 ml	7	9	10	86
		Motor Cycle 1125 - 1325 ml	2	-	2	31
		Motor Cycle > 1325 ml	11	5	5	80
		Motor Car	1,252	1,254	845	15,141
Exposure Number of vehicles exposed in accident year (financial year)	1. Metro	Motor Cycle < 225 ml	16,998.75	18,330.50	19,742	141,428
		Motor Cycle 225 - 725 ml	31,860.75	33,839.00	35,868	292,706
		Motor Cycle 725 - 1125 ml	18,311.63	18,716.13	19,121	189,041
		Motor Cycle 1125 - 1325 ml	5,369.00	5,689.75	6,201	48,083
		Motor Cycle > 1325 ml	8,026.63	8,568.38	9,315	75,196
		Motor Car	2,106,826.88	2,141,060.00	2,178,701	23,451,014
	2. Outer metro	Motor Cycle < 225 ml	577.25	601.63	644.63	5,298
		Motor Cycle 225 - 725 ml	2,821.25	2,917.88	3,098.38	27,291
		Motor Cycle 725 - 1125 ml	1,841.00	1,876.25	1,964.38	19,521
		Motor Cycle 1125 - 1325 ml	693.13	753.88	805.63	5,937
		Motor Cycle > 1325 ml	1,101.00	1,196.75	1,336.63	9,399
		Motor Car	103,092.63	105,905.38	108,199.75	1,134,267
	3. Newcastle	Motor Cycle < 225 ml	3,951.25	4,152.50	4,532.75	33,710
		Motor Cycle 225 - 725 ml	11,905.38	12,316.50	12,999.50	107,669
		Motor Cycle 725 - 1125 ml	6,442.38	6,554.38	6,868.63	62,954
		Motor Cycle 1125 - 1325 ml	2,133.75	2,277.25	2,495.88	18,046
		Motor Cycle > 1325 ml	3,666.50	4,095.38	4,639.38	31,659
		Motor Car	484,112.00	496,246.63	508,964.38	5,260,555
	4. Wollongong	Motor Cycle < 225 ml	763.38	827.88	859.13	6,371
		Motor Cycle 225 - 725 ml	2,342.38	2,379.63	2,394.75	21,027
		Motor Cycle 725 - 1125 ml	1,363.88	1,407.63	1,453.38	13,974
		Motor Cycle 1125 - 1325 ml	477.25	503.75	554.38	3,930
		Motor Cycle > 1325 ml	874.13	939.75	1,001.88	7,950
		Motor Car	103,020.88	105,670.38	107,329.88	1,134,937
	5. Country	Motor Cycle < 225 ml	8,094.25	8,229.75	8,462.00	78,553
		Motor Cycle 225 - 725 ml	26,700.13	26,981.50	27,667.38	258,310
		Motor Cycle 725 - 1125 ml	16,516.13	16,661.00	16,993.50	169,101
		Motor Cycle 1125 - 1325 ml	5,580.13	5,859.88	6,216.75	47,983
		Motor Cycle > 1325 ml	9,083.38	9,774.25	10,529.38	82,922
		Motor Car	974,003.25	992,564.38	1,011,400.25	10,988,657

No. of claims, exposure and incurred cost (\$) by selected vehicle class, by region

Measure	Region	Vehicle Class	2010/11	2011/12	2012/13	Total
Incurred Cost (\$) Incurred cost as at 30 September 2013	1. Metro	Motor Cycle < 225 ml	1,175,086.00	551,049.00	1,208,505.00	4,091,904
		Motor Cycle 225 - 725 ml	1,427,727.00	6,834,607.00	3,544,590.00	31,095,388
		Motor Cycle 725 - 1125 ml	3,746,534.00	6,606,060.00	513,320.00	28,966,359
		Motor Cycle 1125 - 1325 ml	2,000,766.00	3,937.00	2,597,255.00	14,527,677
		Motor Cycle > 1325 ml	1,534,687.00	1,841,968.00	1,644,882.00	12,031,181
		Motor Car	569,995,573.00	621,458,924.00	506,910,810.00	5,952,319,792
	2. Outer metro	Motor Cycle < 225 ml	2,650.00	-	134,160.00	150,113
		Motor Cycle 225 - 725 ml	1,458,235.00	241,125.00	-	2,156,025
		Motor Cycle 725 - 1125 ml	-	-	-	763,559
		Motor Cycle 1125 - 1325 ml	-	229,995.00	-	490,310
		Motor Cycle > 1325 ml	1,306,984.00	41,354.00	-	1,652,695
		Motor Car	19,907,693.00	20,805,760.00	15,685,787.00	176,758,353
	3. Newcastle	Motor Cycle < 225 ml	-	81,351.00	41,107.00	371,580
		Motor Cycle 225 - 725 ml	204,428.00	565,010.00	82,592.00	4,505,015
		Motor Cycle 725 - 1125 ml	67,597.00	550,180.00	1,153,635.00	8,091,985
		Motor Cycle 1125 - 1325 ml	584,200.00	425,066.00	-	1,597,824
		Motor Cycle > 1325 ml	953,737.00	1,076,500.00	833,109.00	5,729,154
		Motor Car	94,147,894.00	90,946,770.00	67,250,138.00	833,230,238
	4. Wollongong	Motor Cycle < 225 ml	-	-	-	-
		Motor Cycle 225 - 725 ml	536,048.00	84,497.00	-	1,069,232
		Motor Cycle 725 - 1125 ml	85,423.00	-	-	166,085
		Motor Cycle 1125 - 1325 ml	-	103,999.00	-	3,351,706
		Motor Cycle > 1325 ml	34,510.00	111,680.00	-	920,097
		Motor Car	21,744,395.00	21,960,750.00	20,080,586.00	223,123,315
	5. Country	Motor Cycle < 225 ml	-	449,523.00	111,000.00	693,407
		Motor Cycle 225 - 725 ml	2,438,049.00	2,770,530.00	511,650.00	15,336,775
		Motor Cycle 725 - 1125 ml	1,720,784.00	2,312,328.00	1,959,264.00	17,763,657
		Motor Cycle 1125 - 1325 ml	3,097.00	-	624,651.00	6,341,481
		Motor Cycle > 1325 ml	1,931,892.00	2,934,526.00	645,030.00	18,757,515
		Motor Car	211,332,875.00	171,411,785.00	143,734,452.00	1,867,170,588

Source: Ernst and Young
ref no.: vk20141203

Total premium (\$)only (excludes levies & GST): motorcycle policies by region, class and year of policy inception, ending June.

Region	Class	2002	2003	2004	2005	2006	2007	2008
1. Metro	1. Motor Cycle >300 ml	24,815,823.00	25,716,378.00	11,208,432.00	11,636,413.00	12,422,596.00	12,809,605.00	11,271,982.00
	2. Motor Cycle 101 - 300 ml	6,935,886.00	6,767,464.00	2,639,110.00	2,575,427.00	2,817,802.00	2,878,964.00	2,725,986.00
	3. Motor Cycle <100 ml	201,781.00	257,664.00	121,145.00	238,608.00	328,359.00	294,416.00	262,225.00
	4. Motor Cycle < 225 ml	-	-	-	-	-	-	-
	5. Motor Cycle 225 - 725 ml	-	-	-	-	-	-	-
	6. Motor Cycle 725 - 1125 ml	-	-	-	-	-	-	-
	7. Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-
	8. Motor Cycle > 1325 ml	-	-	-	-	-	-	-
	9. Motor Car	1,521,432,250.00	1,550,057,892.00	634,633,600.00	616,775,221.00	605,873,449.00	554,287,624.00	500,938,338.00
2. Outer Metro	1. Motor Cycle >300 ml	2,350,059.00	2,711,620.00	1,204,460.00	1,237,962.00	1,329,465.00	1,332,221.00	1,138,533.00
	2. Motor Cycle 101 - 300 ml	338,078.00	383,386.00	167,587.00	160,543.00	167,743.00	163,840.00	144,719.00
	3. Motor Cycle <100 ml	6,029.00	9,521.00	5,374.00	8,751.00	14,980.00	12,816.00	13,265.00
	4. Motor Cycle < 225 ml	-	-	-	-	-	-	-
	5. Motor Cycle 225 - 725 ml	-	-	-	-	-	-	-
	6. Motor Cycle 725 - 1125 ml	-	-	-	-	-	-	-
	7. Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-
	8. Motor Cycle > 1325 ml	-	-	-	-	-	-	-
	9. Motor Car	55,710,308.00	66,878,943.00	27,817,193.00	27,074,013.00	26,709,099.00	23,447,645.00	20,713,282.00
3. Newcastle	1. Motor Cycle >300 ml	6,481,680.00	7,394,266.00	3,882,828.00	3,996,864.00	4,364,077.00	4,460,322.00	3,999,989.00
	2. Motor Cycle 101 - 300 ml	1,477,552.00	1,652,912.00	741,352.00	724,383.00	776,500.00	784,696.00	744,528.00
	3. Motor Cycle <100 ml	61,507.00	69,754.00	42,382.00	61,015.00	87,595.00	86,509.00	73,125.00
	4. Motor Cycle < 225 ml	-	-	-	-	-	-	-
	5. Motor Cycle 225 - 725 ml	-	-	-	-	-	-	-
	6. Motor Cycle 725 - 1125 ml	-	-	-	-	-	-	-
	7. Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-
	8. Motor Cycle > 1325 ml	-	-	-	-	-	-	-
	9. Motor Car	227,430,647.00	258,214,017.00	116,730,172.00	116,741,947.00	114,330,510.00	103,208,414.00	90,238,507.00
4. Wollongong	1. Motor Cycle >300 ml	1,907,752.00	2,006,037.00	875,325.00	880,375.00	980,306.00	998,519.00	887,402.00
	2. Motor Cycle 101 - 300 ml	360,422.00	353,507.00	146,109.00	152,074.00	163,266.00	155,678.00	152,330.00
	3. Motor Cycle <100 ml	12,955.00	15,636.00	7,330.00	9,060.00	11,416.00	10,751.00	10,734.00
	4. Motor Cycle < 225 ml	-	-	-	-	-	-	-
	5. Motor Cycle 225 - 725 ml	-	-	-	-	-	-	-
	6. Motor Cycle 725 - 1125 ml	-	-	-	-	-	-	-
	7. Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-
	8. Motor Cycle > 1325 ml	-	-	-	-	-	-	-
	9. Motor Car	67,279,407.00	69,585,261.00	29,143,829.00	30,540,239.00	29,635,367.00	25,978,157.00	22,973,647.00
5. Country	1. Motor Cycle >300 ml	18,311,202.00	19,370,835.00	8,086,925.00	8,361,909.00	9,167,852.00	9,541,933.00	8,250,791.00
	2. Motor Cycle 101 - 300 ml	3,804,758.00	3,669,113.00	1,421,989.00	1,388,875.00	1,429,887.00	1,414,297.00	1,276,642.00
	3. Motor Cycle <100 ml	277,706.00	288,430.00	130,655.00	164,024.00	185,406.00	169,225.00	147,333.00
	4. Motor Cycle < 225 ml	-	-	-	-	-	-	-
	5. Motor Cycle 225 - 725 ml	-	-	-	-	-	-	-
	6. Motor Cycle 725 - 1125 ml	-	-	-	-	-	-	-
	7. Motor Cycle 1125 - 1325 ml	-	-	-	-	-	-	-
	8. Motor Cycle > 1325 ml	-	-	-	-	-	-	-
	9. Motor Car	579,453,669.00	555,475,332.00	223,174,735.00	219,290,655.00	219,929,375.00	197,974,762.00	174,075,934.00

Source: Premiums database.

Ref No. vk20141208-6

Total premium (\$)only (excludes levies & GST): motorcy

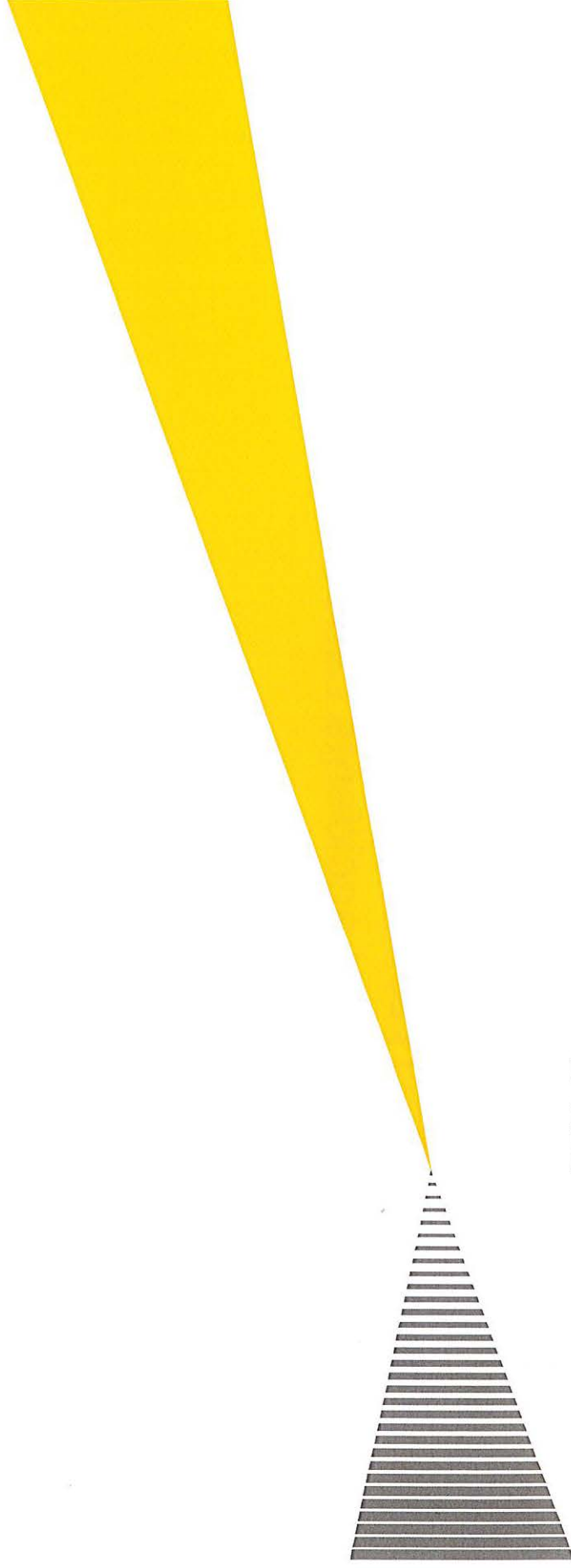
Region	Class	2009	2010	2011	2012	2013	Total
1. Metro	1. Motor Cycle >300 ml	13,009,152.00	14,525,099.00	1,620,594.00	-	-	139,036,074
	2. Motor Cycle 101 - 300 ml	3,115,950.00	3,617,669.00	418,115.00	-	-	34,492,373
	3. Motor Cycle <100 ml	276,671.00	313,461.00	25,713.00	-	-	2,320,043
	4. Motor Cycle < 225 ml	-	28,064.00	2,068,527.00	2,156,367.00	1,939,388.00	6,192,346
	5. Motor Cycle 225 - 725 ml	-	87,117.00	7,339,797.00	7,838,437.00	7,613,560.00	22,878,911
	6. Motor Cycle 725 - 1125 ml	-	72,957.00	5,460,020.00	5,902,955.00	5,650,626.00	17,086,558
	7. Motor Cycle 1125 - 1325 ml	-	31,702.00	2,131,914.00	2,602,232.00	3,098,274.00	7,864,122
	8. Motor Cycle > 1325 ml	-	34,647.00	2,776,380.00	3,277,368.00	3,342,090.00	9,430,485
	9. Motor Car	567,518,246.00	663,570,193.00	753,652,335.00	788,606,483.00	873,041,777.00	9,630,387,408
2. Outer Metro	1. Motor Cycle >300 ml	1,298,850.00	1,437,748.00	122,685.00	-	-	14,163,603
	2. Motor Cycle 101 - 300 ml	156,986.00	174,308.00	15,125.00	-	-	1,872,315
	3. Motor Cycle <100 ml	9,134.00	13,214.00	1,136.00	-	-	94,220
	4. Motor Cycle < 225 ml	-	685.00	54,331.00	55,702.00	49,472.00	160,190
	5. Motor Cycle 225 - 725 ml	-	8,586.00	529,831.00	563,277.00	526,717.00	1,628,411
	6. Motor Cycle 725 - 1125 ml	-	4,905.00	450,498.00	468,664.00	457,042.00	1,381,109
	7. Motor Cycle 1125 - 1325 ml	-	2,464.00	206,623.00	228,613.00	252,299.00	689,999
	8. Motor Cycle > 1325 ml	-	3,008.00	293,204.00	357,531.00	417,174.00	1,070,917
	9. Motor Car	24,544,227.00	28,540,159.00	33,990,777.00	35,885,334.00	39,255,531.00	410,566,511
3. Newcastle	1. Motor Cycle >300 ml	4,656,918.00	5,213,026.00	468,626.00	-	-	44,918,596
	2. Motor Cycle 101 - 300 ml	832,118.00	946,179.00	111,491.00	-	-	8,791,711
	3. Motor Cycle <100 ml	71,943.00	77,849.00	4,224.00	-	-	635,903
	4. Motor Cycle < 225 ml	-	3,486.00	356,063.00	388,845.00	350,266.00	1,098,660
	5. Motor Cycle 225 - 725 ml	-	29,984.00	2,231,741.00	2,328,203.00	2,104,775.00	6,694,703
	6. Motor Cycle 725 - 1125 ml	-	23,535.00	1,649,408.00	1,750,594.00	1,595,881.00	5,019,418
	7. Motor Cycle 1125 - 1325 ml	-	10,672.00	652,659.00	726,615.00	774,212.00	2,164,158
	8. Motor Cycle > 1325 ml	-	13,017.00	1,031,109.00	1,299,107.00	1,459,244.00	3,802,477
	9. Motor Car	99,214,014.00	112,770,439.00	126,868,294.00	134,540,477.00	148,593,388.00	1,648,880,826
4. Wollongong	1. Motor Cycle >300 ml	1,019,019.00	1,114,013.00	113,831.00	-	-	10,782,579
	2. Motor Cycle 101 - 300 ml	166,737.00	192,646.00	19,879.00	-	-	1,862,648
	3. Motor Cycle <100 ml	9,061.00	12,237.00	987.00	-	-	100,167
	4. Motor Cycle < 225 ml	-	1,564.00	75,103.00	78,543.00	70,452.00	225,662
	5. Motor Cycle 225 - 725 ml	-	5,224.00	447,554.00	457,081.00	392,311.00	1,302,170
	6. Motor Cycle 725 - 1125 ml	-	3,312.00	348,420.00	360,983.00	335,458.00	1,048,173
	7. Motor Cycle 1125 - 1325 ml	-	2,589.00	142,691.00	159,010.00	186,192.00	490,482
	8. Motor Cycle > 1325 ml	-	3,941.00	238,198.00	282,162.00	307,275.00	831,576
	9. Motor Car	24,009,368.00	26,953,609.00	28,689,975.00	30,383,508.00	34,512,681.00	419,685,048
5. Country	1. Motor Cycle >300 ml	9,825,314.00	10,844,006.00	808,359.00	-	-	102,569,126
	2. Motor Cycle 101 - 300 ml	1,329,402.00	1,518,668.00	99,540.00	-	-	17,353,171
	3. Motor Cycle <100 ml	164,155.00	176,099.00	8,970.00	-	-	1,712,003
	4. Motor Cycle < 225 ml	-	9,945.00	706,879.00	693,969.00	595,703.00	2,006,496
	5. Motor Cycle 225 - 725 ml	-	61,741.00	4,685,633.00	4,579,824.00	4,061,725.00	13,388,923
	6. Motor Cycle 725 - 1125 ml	-	46,539.00	3,746,966.00	3,857,537.00	3,426,014.00	11,077,056
	7. Motor Cycle 1125 - 1325 ml	-	22,620.00	1,575,573.00	1,788,825.00	1,908,238.00	5,295,256
	8. Motor Cycle > 1325 ml	-	28,106.00	2,338,002.00	2,853,997.00	3,335,381.00	8,555,486
	9. Motor Car	191,118,808.00	221,217,309.00	249,083,594.00	261,950,662.00	286,706,467.00	3,379,451,302

Source: Premiums database.

Ref No. vk20141208-6

SIRA NSW CTP bicycle working party

September 2015



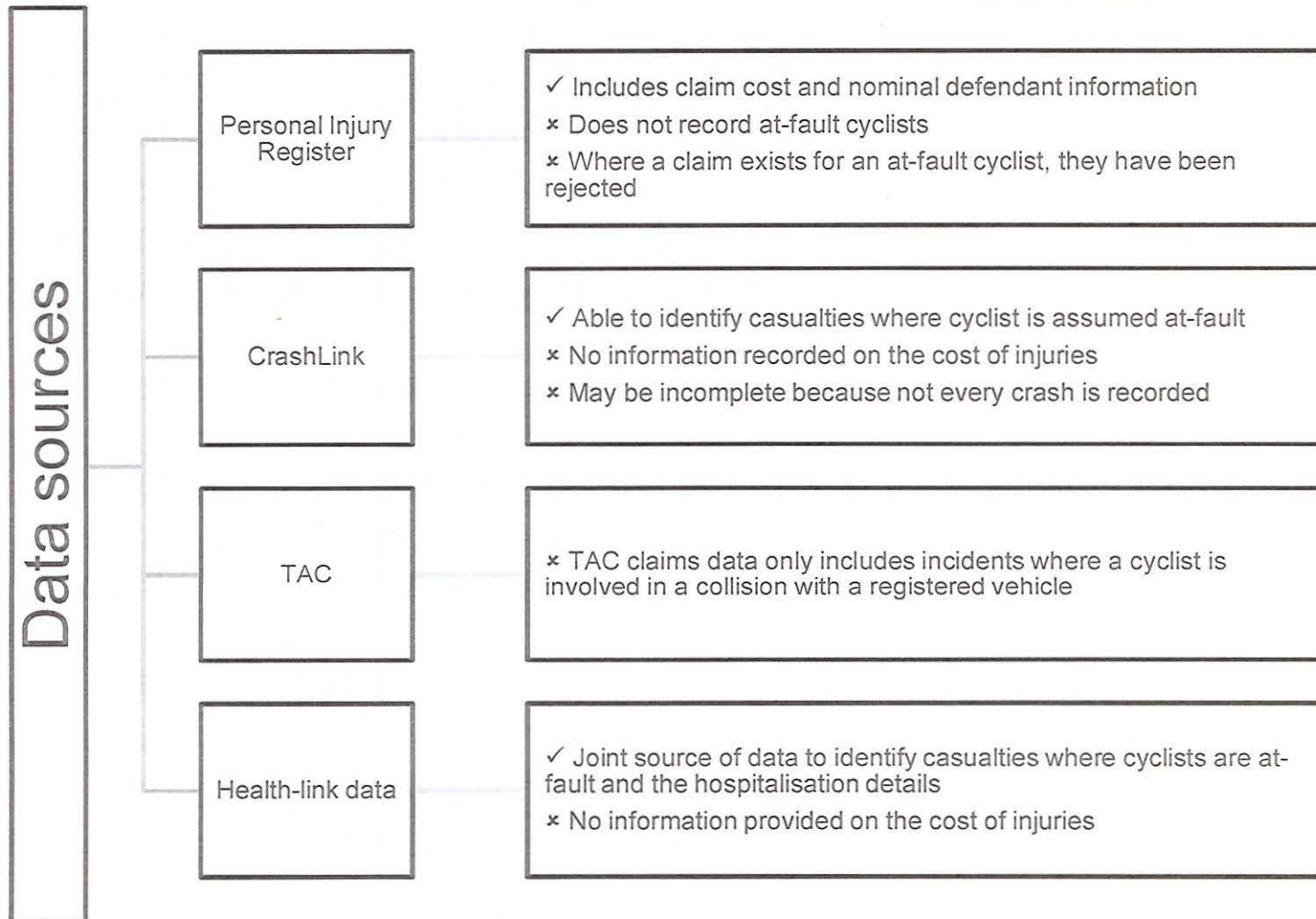
Building a better
working world

Context

- ▶ Bicycles in NSW currently do not contribute to the CTP scheme and do not require registration or CTP insurance
- ▶ The current CTP scheme does not provide any benefits to those injured in road accidents caused by a cyclist

Data Sources

Mining for data on cyclists and exploring avenues for costing



Data Reliance and Assumptions

Data sources used and identification process

- ▶ Relied on the **CrashLink casualty dataset** for accidents that have occurred between 2006 and 2013 (2014 data is not available)
- ▶ The following **assumptions** have been made to identify at-fault cyclists:
 - ▶ Cyclists are identified through accidents which involve a traffic unit coded “Pedal cycle (not motor assisted)”
 - ▶ The traffic unit **assumed** at fault is the first traffic unit in each accident record with exceptions (e.g. pedestrians)
 - ▶ The person **assumed** at fault is the first person recorded for each at-fault traffic unit
- ▶ Reliance placed on the **PIR dataset** for details on claims made for accidents that have occurred between 2006 and 2013. Specifically for obtaining:
 - ▶ An indicative claim size for accidents where a bicycle is identified to be at fault in the CrashLink dataset
 - ▶ Details of injuries sustained by the at-fault cyclist and third parties involved

Data Reliance and Assumptions

Ways in which the data was analysed

- ▶ Incidents in the CrashLink dataset have been analysed by the following variables:

- | | | |
|----------------------------------|-----------------------------------|------------------|
| ▶ Accident year | ▶ Age of person | ▶ Road manoeuvre |
| ▶ Crash severity | ▶ Urban / non-urban | ▶ Vehicle type |
| ▶ No. of vehicles involved | ▶ split | |
| ▶ No. of casualties per incident | ▶ Speed limit and speed of travel | |
| | ▶ Impact type | |

NOTE: The costing exercise has required a **number of assumptions**, most of which are judgemental. The data limitations are severe, with little to no empirical data available to support some of the assumptions. For example:

- ▶ **Number of claims** – Judgementally assumed for a given injury severity
- ▶ **Average claim size** – Based on average claim size by severity calculated on claims from the PIR
- ▶ **Exposure base** – Number of assumed active cyclists per year is based on a draft estimate calculated by EY

Cyclist at Fault in Casualty Records

Casualties resulting from incidents caused by cyclists

Casualties resulting from incidents caused by cyclists

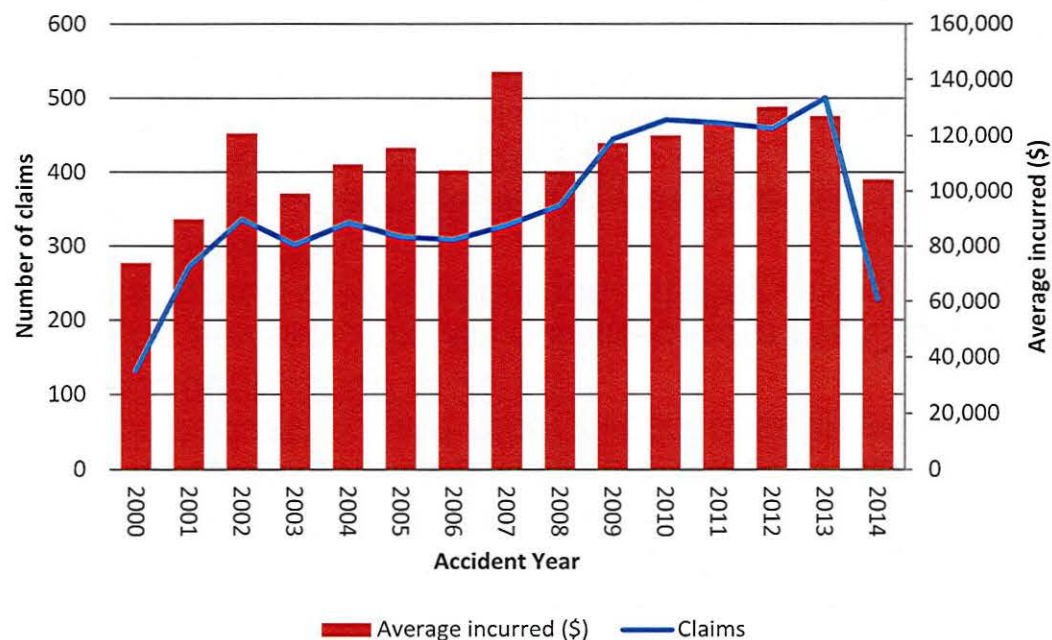
Vehicle Type ¹	Accident Year								Total
	2006	2007	2008	2009	2010	2011	2012	2013	
Pedestrian	32	31	18	21	26	30	26	20	204
Bicycle	15	19	15	19	12	13	12	13	118
All motorised vehicles	5	5	5	2	7	8	6	7	45
Total	52	55	38	42	45	51	44	40	367

¹ - Vehicle Type refers to the vehicle in which the third party casualty was travelling

- ▶ The following criteria has been used on the CrashLink data to identify casualties resulting from a cyclist at-fault
 - ▶ the first traffic unit listed was a cyclist
 - ▶ the person was a casualty (either injured or killed in the accident)
 - ▶ the person was not the at-fault cyclist
- ▶ There have been on average **46 casualties per year** from accidents caused by cyclists
- ▶ A majority of the casualties appear to be either pedestrians or cyclists, including 25 casualties which were occupants on the at-fault bicycle (other than the controlling cyclist)

Cyclists as a Third Party

Claims caused by a non-cyclist being at-fault



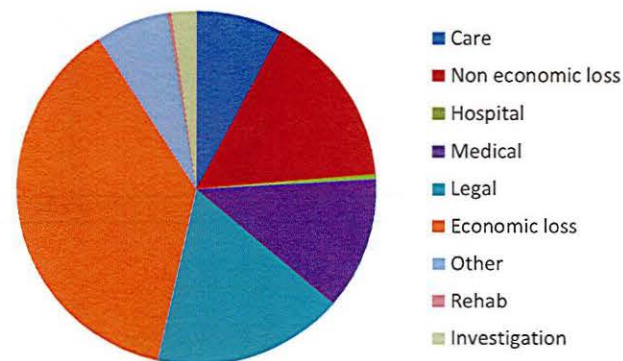
► Analysed PIR claims from 2000 to 2014

► Approximately 350 claims made per year by a cyclist

► Increasing number of claims per year

► Breakdown of payments:

	Claims	Average incurred cost	Severity proportion
sev1and9	2,662	\$39,605	51%
sev2	1,850	\$123,103	35%
sev3plus	744	\$373,156	14%
Total	5,256	\$116,210	



Cyclist at Fault in Casualty Records

Injury Severity and Projected Claim number – Pedestrian third party

Pedestrian third party

Injury	Year of casualty								Total		Claim Likelihood	# Claims	Average claim size
	2006	2007	2008	2009	2010	2011	2012	2013					
Fatality									0		100%	0	\$373,156
Hospitalised	24	18	13	18	22	20	23	18	156	5%	100%	8	\$373,156
② Serious Injury - Maximum severity	1	1	1	1	1	1	1	1	8	15%	75%	18	\$123,103
Serious Injury - High severity	4	3	2	3	3	3	4	3	24	17%	50%	14	\$123,103
Serious Injury - Moderate severity	4	3	2	3	4	3	4	3	27	4%	20%	1	\$39,605
Serious Injury - Minimum severity	1	1	1	1	1	1	1	1	7	58%	10%	9	\$39,605
Moderate Injury	14	10	7	10	13	12	13	10	90	5%	5%	2	\$0
Non-hospitalised	8	13	5	3	4	10	3	2	48				
Total	32	31	18	21	26	30	26	20	204			53	\$141,374

- ▶ The CrashLink dataset contains information on the number of fatalities and injuries (with hospitalisation status)
- ▶ The CrashLink Health linked dataset was used to obtain a mix of injury severities for *pedestrian* and *other cyclist* casualties resulting from a cyclist being at-fault (for accidents 2009 to 2013)
- ▶ The severity mix (①) obtained from the CrashLink Health linked dataset was **assumed** and applied consistently across all accident years to hospitalised injuries (②)
- ▶ A nominal claim likelihood was selected (③) for each injury severity to arrive at a likely number of claims (④)
 - ▶ The assumption of claim likelihood (③) is highly dependent on judgement and is not supported by analysis due to data limitations
- ▶ The historical average claim sizes by injury severity from the analysis involving the cyclist as a third party were adopted as the claim size assumptions for each assumed injury severity cohort

Cyclist at Fault in Casualty Records

Injury Severity and Projected Claim number – Other third parties

Cyclist third party

Injury	Year of casualty								Total		Claim Likelihood	# Claims	Average claim size
	2006	2007	2008	2009	2010	2011	2012	2013					
Fatality	2					1		2	5		100%	5	\$373,156
Hospitalised	11	18	11	16	12	11	11	10	100				
Serious Injury - Maximum severity	1	1	1	1	1	1	1	1	5	5%	100%	5	\$373,156
Serious Injury - High severity	3	4	3	4	3	3	3	2	23	23%	75%	18	\$123,103
Serious Injury - Moderate severity	3	5	3	4	3	3	3	3	25	25%	50%	13	\$123,103
Serious Injury - Minimum severity	1	2	1	1	1	1	1	1	8	8%	20%	2	\$39,605
Moderate Injury	4	7	4	6	5	4	4	4	38	38%	10%	4	\$39,605
Non-hospitalised	2	1	4	3		1	1	1	13		5%	1	\$0
Total	15	19	15	19	12	13	12	13	118			46	\$165,601

Other third party (vehicles, motorcycles etc.)

Injury	Year of casualty								Total		Claim Likelihood	# Claims	Average claim size
	2006	2007	2008	2009	2010	2011	2012	2013					
Fatality		1	1					1	3		100%	3	\$373,156
Hospitalised	3	2	3		4	3	4	5	24				
Serious Injury - Maximum severity	0	0	0	0	0	0	0	0	1	5%	100%	1	\$373,156
Serious Injury - High severity	0	0	0	0	1	0	1	1	4	15%	75%	3	\$123,103
Serious Injury - Moderate severity	1	0	1	0	1	1	1	1	4	17%	50%	2	\$123,103
Serious Injury - Minimum severity	0	0	0	0	0	0	0	0	1	4%	20%	0	\$39,605
Moderate Injury	2	1	2	0	2	2	2	3	14	58%	10%	1	\$39,605
Non-hospitalised	2	2	1	2	3	5	2	1	18		5%	1	\$0
Total	5	5	5	2	7	8	6	7	45			12	\$194,749

- ▶ A similar approach to that taken for pedestrian third parties was applied to cyclist third parties and other third parties
- ▶ The severity mix for pedestrian third party was adopted as a proxy for the other third party grouping (as it implied a lower injury severity on average)

Cyclist at Fault in Casualty Records

Projected Claim number and costs

TOTAL									
Injury	Year of casualty								Total
	2006	2007	2008	2009	2010	2011	2012	2013	
Fatality	2	1	1	0	0	1	0	3	8
Hospitalised	38	38	27	34	38	34	38	33	280
Serious Injury - Maximum severity	2	2	1	2	2	2	2	2	15
Serious Injury - High severity	7	7	5	6	7	6	7	6	51
Serious Injury - Moderate severity	7	8	6	7	8	7	7	7	56
Serious Injury - Minimum severity	2	2	2	2	2	2	2	2	16
Moderate Injury	20	18	13	17	20	17	20	17	142
Non-hospitalised	12	16	10	8	7	16	6	4	79
Total	52	55	38	42	45	51	44	40	367

Claim Likelihood	# Claims	Average claim size
100%	8	\$373,156
100%	15	\$373,156
75%	38	\$123,103
50%	28	\$123,103
20%	3	\$39,605
10%	14	\$39,605
5%	4	\$0
	110	\$157,126

- ▶ Based on the 367 observed casualties, the best estimates from this analysis are:
 - ▶ 110 claims over 8 years
 - ▶ An average claim size of \$157k

Cost Estimate

Cost of at-fault bicycle accidents to the Scheme

Risk Premium

At fault - Bicycle claims	Scenario 1	Scenario 2
No. of claims (over 8 years)	367	110
Cost per claim	\$116,210	\$157,126
Total cost (over 8 years)	\$42,648,953	\$17,283,832
Total cost (per year)	\$5,331,119	\$2,160,479
Risk premium*	\$66.64	\$27.01

*The cost per policy, calculated by assuming there are approximately 80,000 active cyclists in NSW

Premium Loading

Loadings	Adopted	Application	Scenario 1	Scenario 2
ITC/DAM recoveries	9.10%	of claims costs	-\$6.06	-\$2.46
Inflation/discounting factor	1.15		\$9.09	\$3.68
Admin expenses + RI	11.00%	of GWP	\$10.08	\$4.09
Claims handling expense	5.00%	of GWP	\$4.58	\$1.86
Profit margin	8.00%	of GWP	\$7.33	\$2.97
GST	10.00%	of GWP (net of MCIS levy)	\$9.17	\$3.71
MCIS levy	44.81%	of GWP (net of GST)	\$41.07	\$16.65

Indicative Premium	\$141.90	\$57.51
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Number of vehicles in scheme (FY14)	5,194,122
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Cost per scheme policy**	\$1.03	\$0.42
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**The cost per scheme policy is the total cost of at-fault bicycle claims per year per vehicle in the scheme

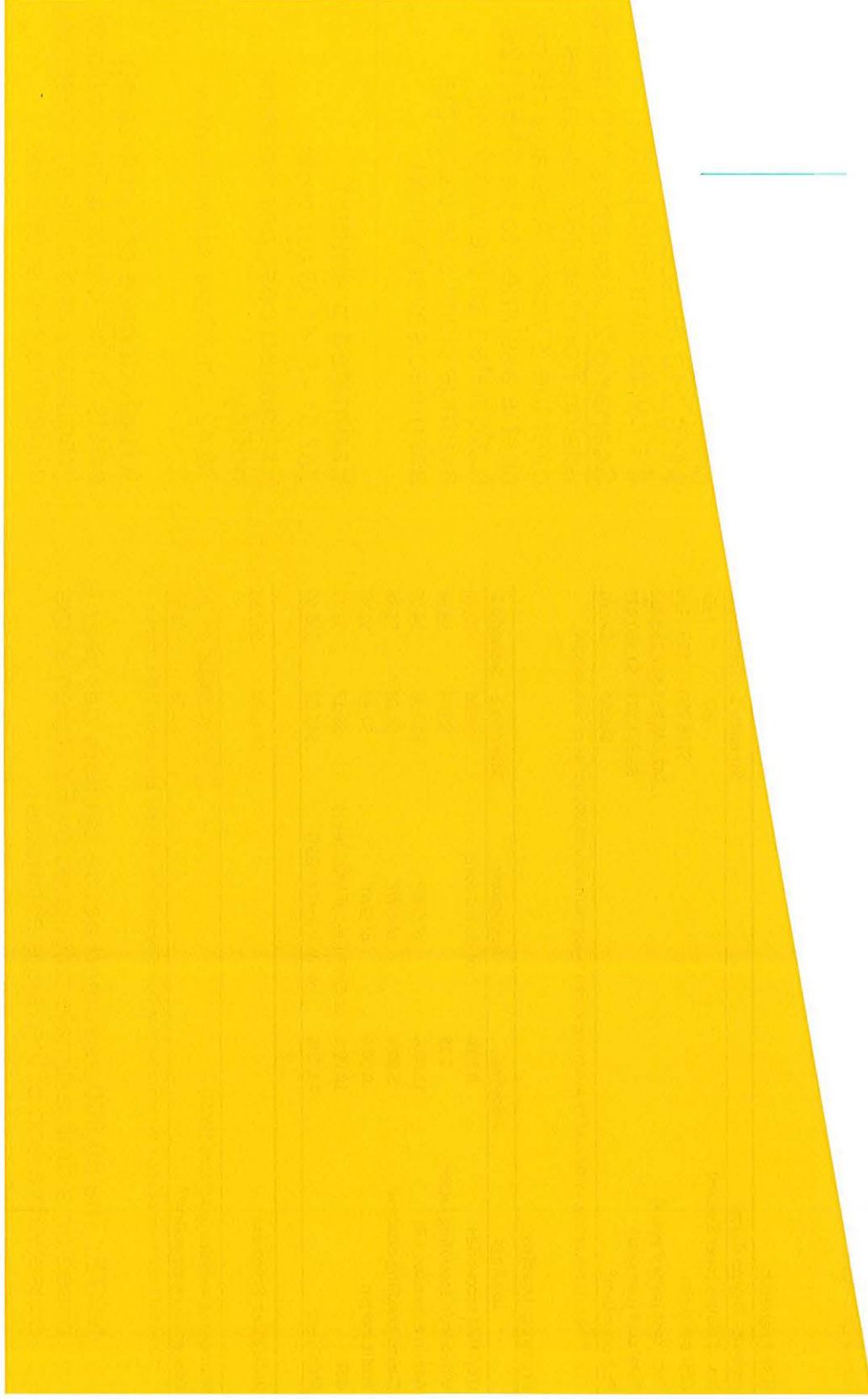
- ▶ **NOTE:** The 80,000 assumed active cyclists per year is based on a draft estimate calculated by EY (taken at the conservative end of the range estimated)
- ▶ A degree of uncertainty exists with this estimate due to data limitations

- ▶ **Scenario 1:** Assumes all identified casualties become a claim at an average cost of **\$116,210** (based on claims where the cyclist is a third party)
- ▶ **Scenario 2:** Assumes 110 claims arising from the 367 casualties over the 8 years. Average claim cost is assumed to be **\$157,126** (calculated as the weighted average claim size using the assumed severity mix)

- ▶ **Estimated premium:**
\$57.51 - \$141.90 per cyclist
- ▶ **Estimated cost per scheme policy:**
\$0.42 - \$1.03 per scheme policy

- ▶ A high degree of uncertainty exists in the **claim assumptions** (frequency and dollars) presented under the two scenarios.

Appendix



Casualties and Claims

Merging identified casualty records onto PIR

Claim	Type of crash	Year of accident	Road User movement	Speed limit of the road	Liability status	Severity	Incurred amount	Traffic control of the road
1	Bicycle - Pedestrian	2006	Pedestrian nearside	40	Rejected	U:Unknown	-	Pedestrian crossing
2	Bicycle - Pedestrian	2009	Pedestrian nearside	60	Rejected	U:Unknown	4,304	Pedestrian crossing
3	Bicycle - Pedestrian	2009	Pedestrian nearside	50	Rejected	3:Serious	14,283	No traffic control
4	Bicycle - Pedestrian	2009	Pedestrian nearside	50	Rejected	3:Serious	51,012	Pedestrian crossing
5	Bicycle - Pedestrian	2009	Pedestrian nearside	50	Rejected	1:Minor	57,862	Pedestrian crossing
6	Bicycle - Pedestrian	2010	Pedestrian nearside	50	Rejected	1:Minor	-	No traffic control
7	Bicycle - Pedestrian	2011	Pedestrian on footpaths	50	Rejected	1:Minor	12,713	No traffic control
8	Bicycle - Car	2012	Right near	50	Rejected	2:moderate	12,510	No traffic control
9	Bicycle - Pedestrian	2012	Pedestrian nearside	50	Rejected	U:Unknown	-	No traffic control
10	Bicycle - Pedestrian	2012	Pedestrian far side	50	Rejected	1:Minor	1,457	Pedestrian crossing

- ▶ A merge (using a key) was performed to locate claims in respect of the identified casualties where a cyclist was deemed at-fault
- ▶ A majority of the claims appear to be with another pedestrian
- ▶ All claims have been **finalised** with an average incurred cost of \$20k
- ▶ Two claims have been recorded as having a **serious injury**:
 - ▶ Claim 3 : The claimant suffered from femur fracture and the claim costs was divided between legal payments and investigation payments
 - ▶ Claim 4 : The claimant suffered from fractures to the cheek bones, and half of the payments were legal payments, the remaining is mostly medical
- ▶ All claims have been **rejected** – with some medical, legal and investigation payments made

Casualties and Claims

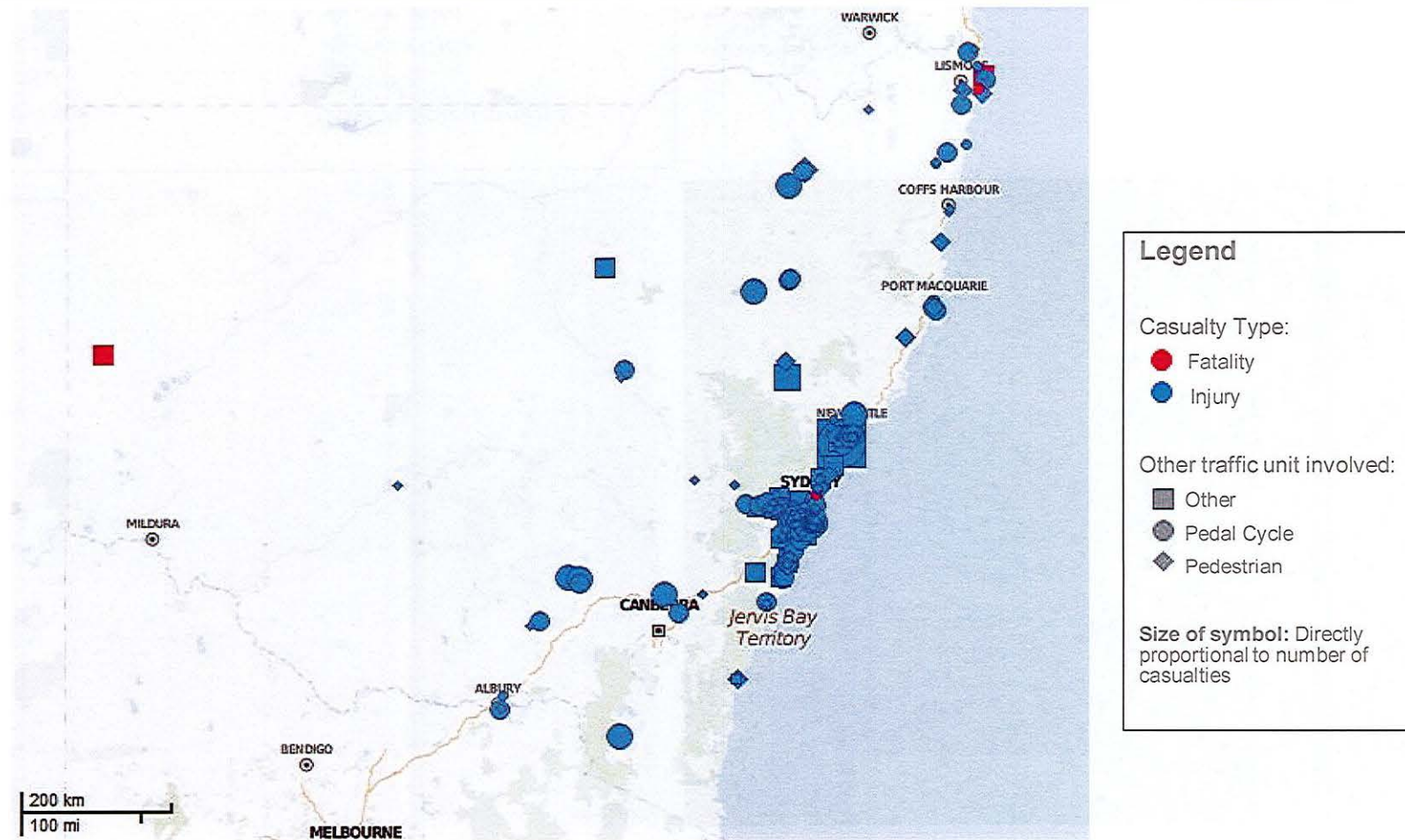
Merging identified claim records with casualties

Casualty information of the claims identified to be cyclist at fault in the PIR dataset

Claim	Type of crash	Year of accident	Road User movement	Speed limit of the road	Liability status	Severity	Incurred amount	Traffic control of the road
1	Bicycle - Car	2006	Emerging from drive	50	Under review	3:Serious	10,561	Give way sign
2	Bicycle - Station Wagon	2006	Offroad left => Object	50	Not yet determined	2:moderate	-	No traffic control
3	Bicycle - Station Wagon	2006	Offroad left => Object	50	Rejected	U:Unknown	83	No traffic control
4	Bicycle - Station Wagon	2006	Offroad left => Object	50	Not yet determined	U:Unknown	-	No traffic control
5	Light truck - Bicycle	2007	Other adjacent	60	Rejected	2:moderate	1,057	No traffic control

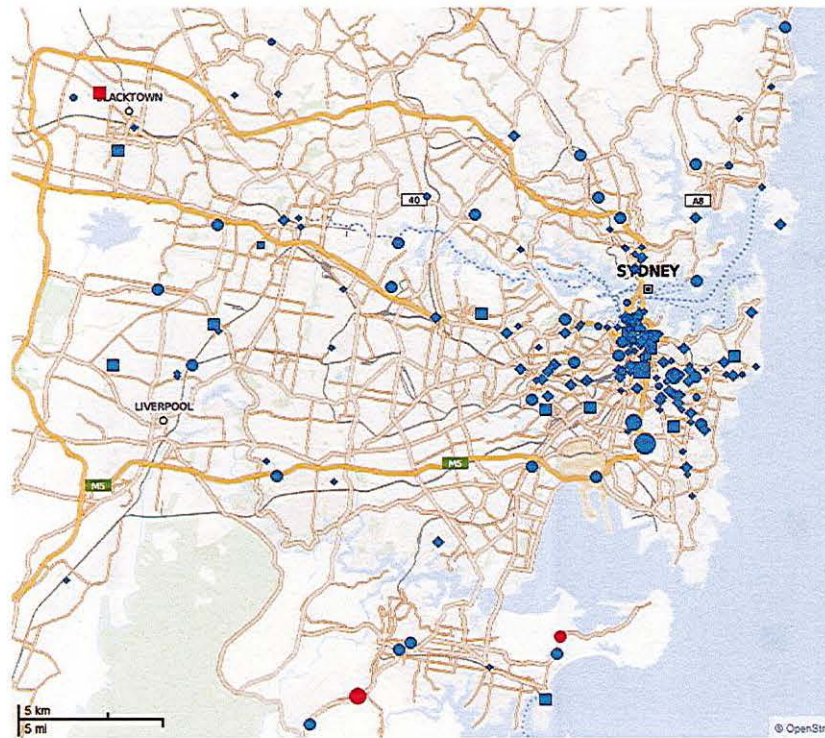
- ▶ Bicycle incidents have also been identified starting from the PIR
 - ▶ Claims where a cyclist was at-fault were identified in the PIR
 - ▶ An attempted merge was performed with the casualties dataset
- ▶ Five claims have been identified and then merged to the casualties dataset. Based on the casualties data:
 - ▶ Claim 1: bicycle involved but with no injured third party - *Injured cyclist at fault, one other third party not injured*
 - ▶ Claims 2 to 4: three claims in the PIR relating to a single accident involving a bicycle and a station wagon - *Injured cyclist at-fault, injuries to third parties not known and not in CrashLink dataset*
 - ▶ Claim 5: *Cyclist was a third party, with the accident caused by another vehicle*
- ▶ **Overall:** None of the five claims are in respect of injuries sustained by a third party in an accident caused by a cyclist

Incident Mapping



Map of incidents in NSW, 367 casualties in 343 unique incidents (2 not shown)

Incident Mapping



Legend

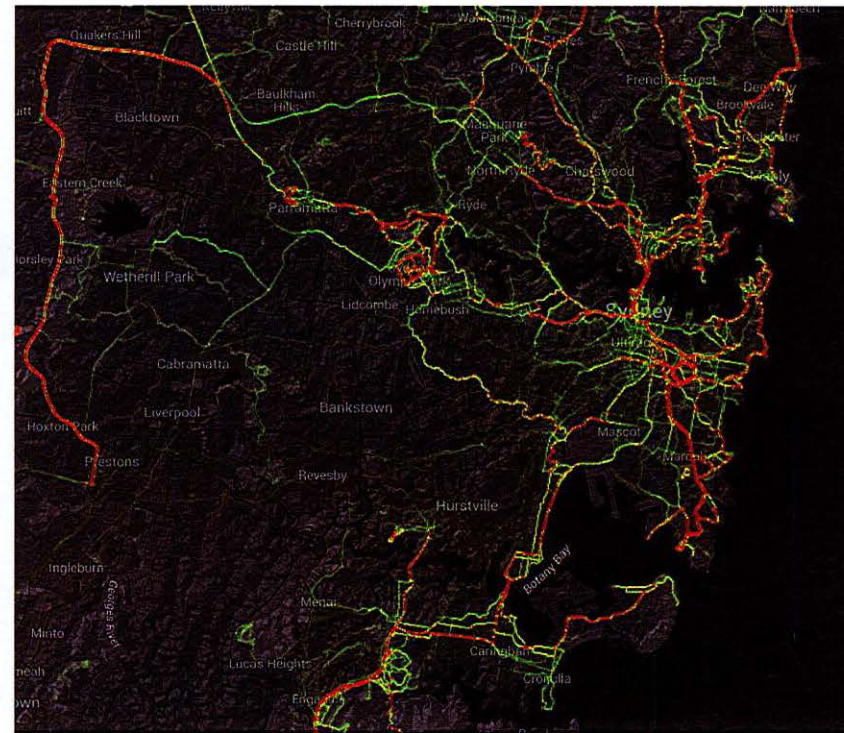
Casualty Type:

- Fatality
- Injury

Other traffic unit involved:

- Other
- Pedal Cycle
- ◆ Pedestrian

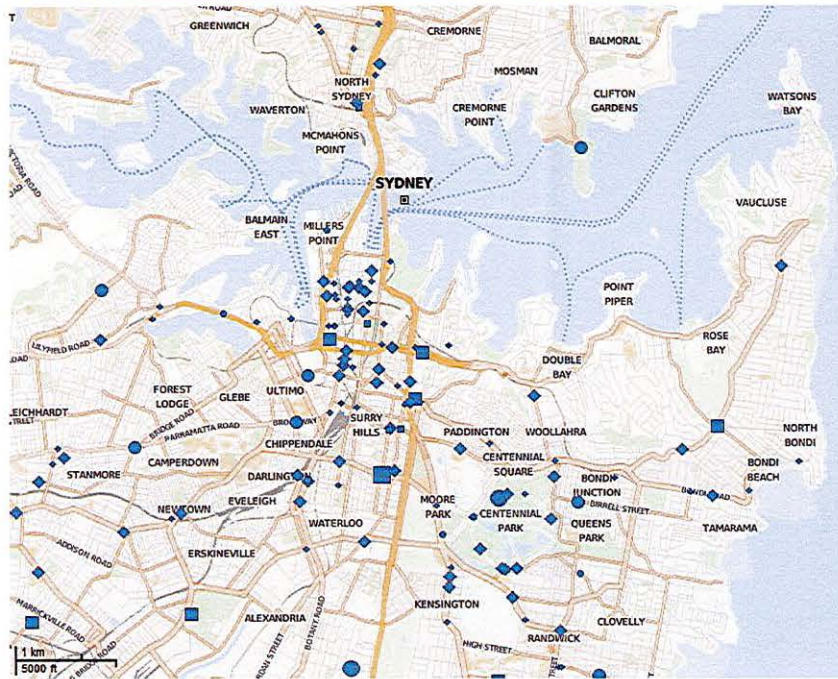
Size of symbol:
Directly proportional to
number of casualties



Left: Map of incidents in greater Sydney, 216 casualties in 209 unique incidents

Right: Heat map of trips logged on Strava

Incident Mapping



Legend

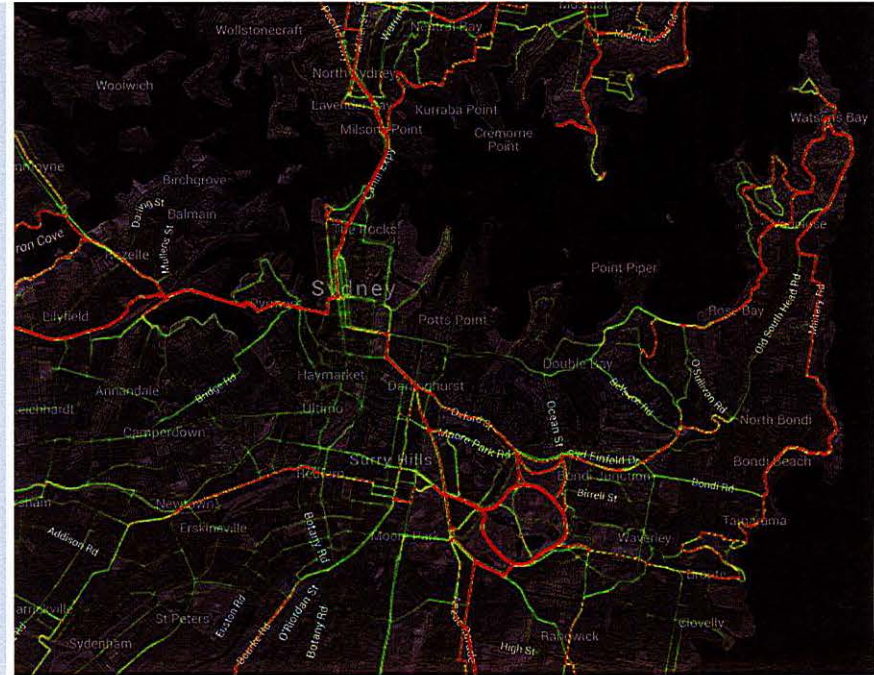
Casualty Type:

- Fatality
- Injury

Other traffic unit involved:

- Other
- Pedal Cycle
- ◆ Pedestrian

Size of symbol:
Directly proportional to
number of casualties



Left: Map of incidents in central Sydney, 141 casualties in 138 unique incidents

Right: Heat map of trips logged on Strava