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Motor Accident Insurance Commission

Scheme performance: Delivery and affordability as at 31 December 2024

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TAYLOR FRY

8 July 2025

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Dear Neil

Scheme performance: Delivery and affordability as at 31 December 2024

This report sets out the details of our measurement of Scheme performance over the year ending 31 December 2024.

Yours sincerely

Peter Mulquiney
FIAA

Danielle Ling
FIAA

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1 Executive summary

1.1 Introduction

This report presents two measures of Scheme performance over time:

- **Scheme delivery**, defined as the proportion of Scheme premiums eventually paid as claimant benefits
- **Scheme affordability**, defined as the Scheme premium expressed as a proportion of average weekly earnings.

1.2 Definition

Scheme delivery

In simplified terms, when a premium is paid by the policyholder, it is invested and subsequently used to fund payments to various parties. We have defined the Scheme delivery index as the ratio of projected ultimate payments made to or in respect of claimants, adjusted for investment returns, to the corresponding underwritten premium. Payments to or in respect of claimants include payments made to legal representatives of those claimants. We have excluded payments by the nominal defendant, the nominal defendant levy, and the NIISQ levy from our calculations. Scheme delivery is assessed on an all-classes basis.

We group the payments into different types as tabulated in Table 1.1 below. We also include the projected size of each payment type as a percentage of the Scheme premium to illustrate the individual materiality.

Table 1.1 - Scheme delivery by components

Scheme delivery	Components	Payment types	Proportion of premium - Recent 5 underwriting years
Claimant benefits	Payment to claimants	Care and medical payments	11%
		Economic loss	37%
		General damages	9%
		Other payments (pre-approved costs, legal plaintiff costs, trustee fees and recoveries)	11%
	H & E Levy	Hospital and Emergency Services (H&E) levy	6%
Delivery cost	Insurer profit	Insurer's profit margin	8%
	Legal and investigation costs	Legal defendant costs and insurers' investigation costs	6%
	Admin levies	Statutory Insurance Scheme levy and Queensland Transport Administration fee	4%
	Other costs	Acquisition costs	4%
		Reinsurance costs	0%
		Claim handling expenses (CHE)	5%

On advice from MAIC, we have included Trustee Administration Fees in claimant benefits.

Scheme affordability

Scheme affordability is shown as the highest filed Class 1 premium expressed as a proportion of Queensland full-time adult persons ordinary time weekly earnings (*average weekly earnings*) as declared by the Australian Bureau of Statistics. Average weekly earnings is consistent with the *affordability index* as calculated by MAIC in accordance with the *Motor Accident Insurance Act 1994*. The affordability index is defined as 45 per cent of average weekly earnings by the Australian Statistician in the original series of the statistician's average weekly earnings publication most recently published. A comparison of the highest filed premium with the affordability index has been regularly reported in MAIC's annual report over several years.

1.3 Methodology

Scheme delivery

The main technical difficulty in the calculation of the Scheme delivery index is the projection of ultimate payments. We use the same models used to estimate risk premiums in our regular advice to MAIC to project ultimate payments. In particular, the calculations for this report are very similar to those underlying our report on Scheme retrospective profit (referred to as the *Retrospective Profit Study*) and so our calculation of the Scheme delivery index is subject to the same assumptions and uncertainties inherent in that advice.

Scheme affordability

We have used the same methodology as shown in MAIC's annual reports, which is consistent with the *Motor Accident Insurance Act 1994*.

1.4 Results

Scheme delivery

Key insights

- The Scheme delivery index shows an overall increasing trend between 2015 and 2021. The index stepped down over 2022-2023, before increasing in 2024. The main driver of the trends in Scheme delivery is variation in insurer profitability.
- The estimates of Scheme delivery index are subject to considerable uncertainty, especially for the most recent underwriting year 2024.
- After adjusting for inflation, the proportion of the premium which will eventually be spent on claimant benefits averages 73% over the past 5 underwriting years.

Figure 1.1 - Scheme delivery across all vehicle classes

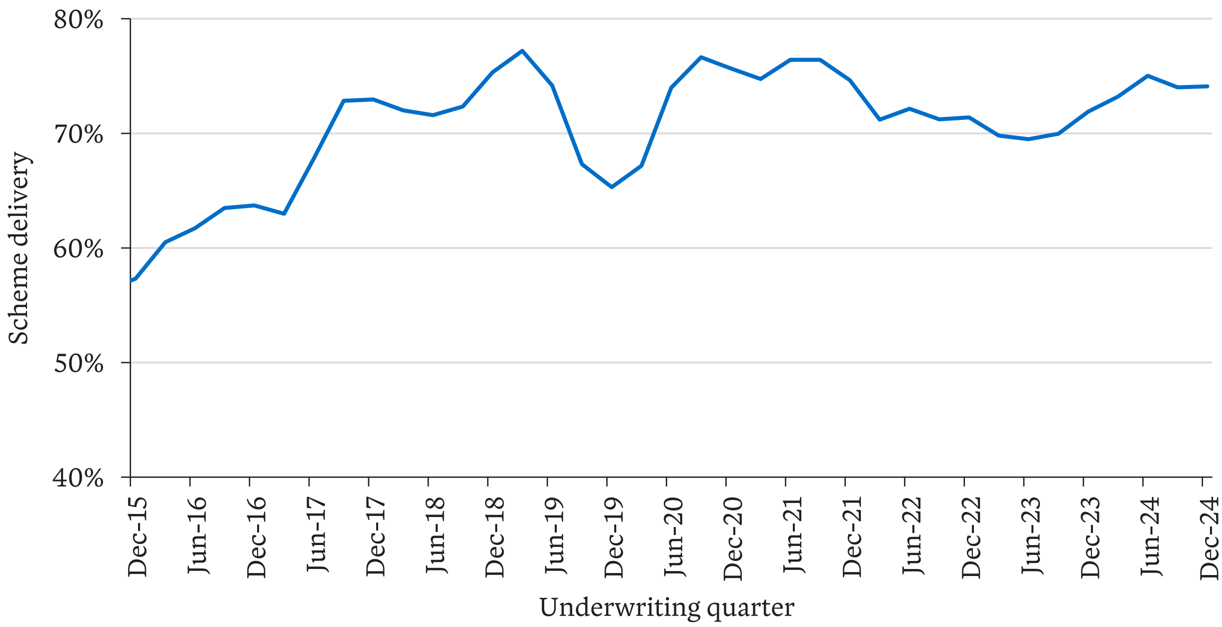


Table 1.2 shows a breakdown of Scheme premiums over each of the past 5 underwriting years into the proportions that relate to claimant benefits and the proportions that relate to delivery costs.

Table 1.2 Decomposition of Scheme premiums into the main components of claimant benefits and delivery costs

Underwriting period	Claimant benefits			Delivery costs				
	Claim payments	H&E Levy	Total	Profit	Legal and investigation costs	Admin levies	Other	Total
2020	67%	7%	73%	8%	5%	4%	10%	27%
2021	69%	7%	76%	5%	6%	4%	10%	24%
2022	66%	6%	71%	10%	5%	4%	9%	29%
2023	65%	5%	70%	11%	6%	4%	9%	30%
2024	70%	4%	74%	7%	6%	4%	9%	26%
Recent 5 underwriting years	**67%**	**6%**	**73%**	**8%**	**6%**	**4%**	**9%**	**27%**

Note: *Other* costs include acquisition costs, reinsurance costs and claim handling expenses (CHE). Numbers may not sum up exactly due to rounding.

Table 1.2 shows that, on average, Scheme delivery has been 73% over the 5 most recent underwriting years.

- Scheme delivery increased over 2020-2021, stepped down over 2022-2023, and then increased again in 2024. The main driver of the trends in Scheme delivery is variation in insurer profitability.
- The reduction in the H&E levy share of premium reflects a decrease in the H&E levy since Jun-22.
- The components of delivery costs, apart from profit, have generally remained stable.

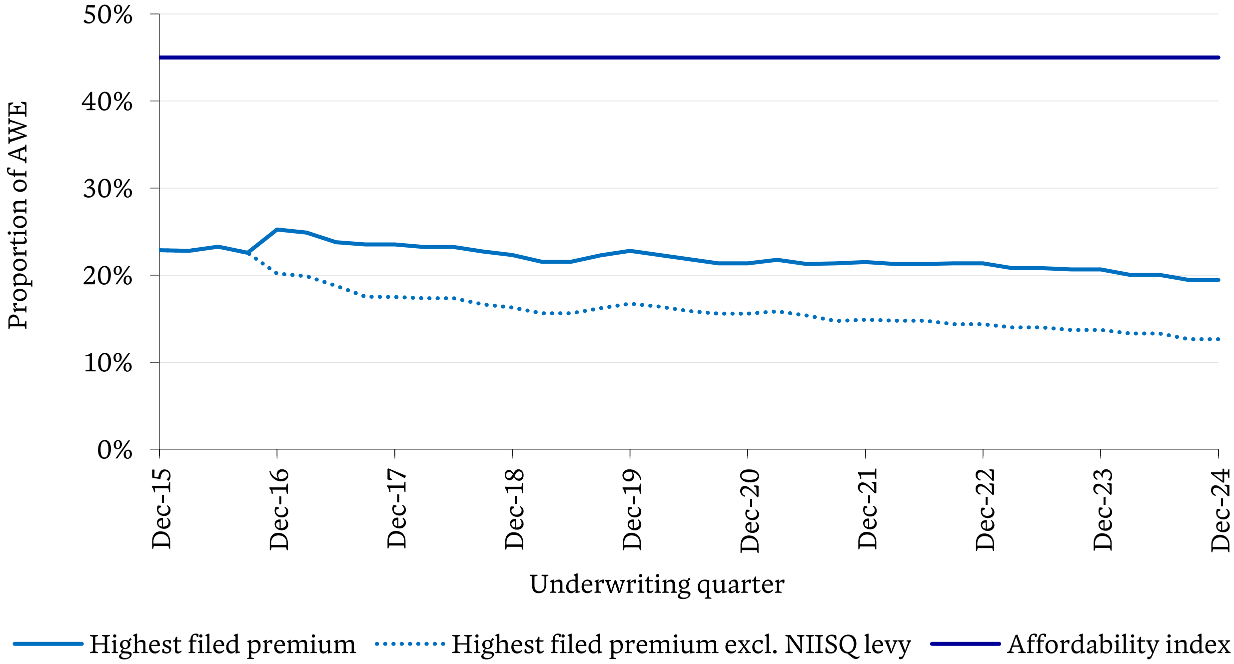
The estimation of the scheme delivery for recent underwriting years is subject to considerable uncertainty due to a dynamic environment and the long-tailed nature of CTP. The estimates include forecasts of how much will be paid in claims costs and the heads of damage under which they will be paid. The results are subject to greater uncertainty for less developed underwriting periods, especially 2024 because most of the payments for this underwriting year are forecast, rather than actual.

Scheme affordability

Figure 1.2 shows the affordability index and highest filed premium as a proportion of AWE. For policies underwritten from 1 October 2016, we present the highest filed Class 1 premium including and excluding the NIISQ levy because claims that are covered by the NIISQ do not belong to the CTP scheme.

The highest filed premium has not breached the affordability index. Scheme affordability has improved from 22.9% of average weekly earnings in December 2015 to 19.4% including the NIISQ levy (12.6% excluding the NIISQ levy) in December 2024.

Figure 1.2 Highest filed premium and affordability index for Class 1 as proportion of AWE



1.5 Legal costs

The claim payments percentages shown in Table 1.2 are inclusive of plaintiff solicitor fees. Due to the confidential cost agreements between Queensland CTP claimants and their solicitors, it is not currently possible to separate all plaintiff solicitor fees from the total claim payments made.

This restricts us from greater insight into the delivery costs of the Scheme and the actual benefit payments made directly to claimants and treatment providers.

2 Background and scope

2.1 Scheme background

2.1.1 General

Queensland operates a common law *fault-based* compulsory third party scheme, first introduced in 1936. The scheme provides motor vehicle owners with insurance policies that cover their unlimited liability for personal injury caused by, through, or in connection with the use of the insured motor vehicle anywhere in Australia. It is underwritten by private licensed insurers.

2.1.2 Relevant legislation

The Motor Accident Insurance Amendment Act 2000 (the Amendment Act) took effect from 1 October 2000. This introduced a number of changes, bringing in statutory limits, of which one of the most significant was a restriction on plaintiff costs.

From 1 October 2000, the insurers, operating in a competitive market, determine the premiums within a range between the maximum (ceiling) and minimum (floor) rates set by MAIC.

The Civil Liability Act 2003 (CLA) applies to all accidents occurring on or after 2 December 2002. It affects the type of claims that can be made as well as bringing in further statutory limits, restricting some of the damages that can be claimed.

In relation to the latter, it contains Injury Scale Values (ISV) used for calculating general damages arising from incidents on or after 2 December 2002. Under the Act, general damages are calculated after consideration of the application of the ISV set out in the regulation.

The Civil Liability and Other Legislation Amendment Act 2010 (CLAA) increased the ISV scale amounts for general damages and the maximum recoverable legal costs. These changes apply for injuries occurring on or after 1 July 2010. The CLAA also made provision for further indexation, linked to AWE increases.

The Civil and Criminal Jurisdiction Reform and Modernisation Amendment Act 2010 (CCJRA) increased the jurisdictions of the District and Magistrates Courts. From 1 November 2010, many of the claims which would previously have been heard by the District Court will now be heard by the Magistrates Court and that some of those claims which would have been heard in the Supreme Court will be heard in the District Court.

The Motor Accident Insurance and Other Legislation Amendment Bill 2019 came into effect on 5 December 2019. The main purpose of this bill is to combat claim farming practices which had become a growing concern in the scheme. The legislation makes it illegal in Queensland for lawyers to pay a fee to a car crash scammer. In addition, the Motor Accident Insurance Regulation 2018 has also been amended to require extra information to be provided in the Notice of Accident Claim Form.

2.2 Scope of this report

MAIC have requested that Taylor Fry conduct a review of Scheme performance for the Queensland CTP Scheme. Of particular interest are:

- How the affordability of the Scheme changed over time for Class 1
- How much of the premium is returned to claimants, on average, across all vehicle classes.

This report answers these questions.

We have relied upon our advice given to MAIC on components of the risk premium for CTP insurance policies underwritten in the quarter beginning 1 July 2025. This advice was based on data to 31 December 2024 and is the latest complete annual advice given to MAIC (referred to as the *Annual Advice*).

An abridged version of that advice, for circulation to insurers, was provided in our report *Queensland CTP Market Briefing - Review of the risk premium for the 2025Q3 underwriting quarter*, dated 26 March 2025, by Peter Mulquiney and Danielle Ling (referred to as the *risk premium report*).

For this report, we have also relied upon our advice given to MAIC in relation to the retrospective profit of QLD CTP premiums of all vehicle classes (*Retrospective profit study of Queensland CTP premiums as at 31 December 2024* dated 3 July 2025, referred to as the *Retrospective Profit Study*).

As agreed with MAIC, we have also excluded any claim cost paid by, or levies associated with, the Nominal Defendant and the National Injury Insurance Scheme Queensland (NIISQ).

As requested by MAIC, the Scheme delivery index is measured on an all-classes basis while Scheme affordability is measured based on Class 1 premiums only.

2.3 Previous report

Our report *Scheme Performance: Delivery and affordability as at 31 December 2023* dated 11 July 2024 by Peter Mulquiney and Danielle Ling is the previous report, which was based on data to 31 December 2023 (referred to as the *Previous Report*).

3 Data

3.1 General

In producing this report, we have relied on the following sources of data:

- The MAIC database, detailing all claims notified under the Act (i.e. since 1 September 1994), as at 31 December 2024
- Numbers of vehicles registered by month from 31 July 2005 to 31 December 2024
- Quarterly floor and ceiling premium rates
- Insurers' rate filings for all vehicle classes
- Levy rates
- Affordability index
- Analysis from the Annual Advice and the Retrospective Profit Study.

3.2 MAIC database

This provides unit record claim information on all claims, including:

- Date of accident
- Date of notification
- Quarterly claim payment history
- Quarterly claim status (open, closed, re-opened) history
- Quarterly case estimate history
- Injury codes.

3.3 Number of vehicles registered

This consists of vehicle registrations, split by vehicle class for each month since 1 July 2005. The data was provided by MAIC on 20 January 2025.

3.4 Quarterly floor and ceiling premium rates

Quarterly floor and ceiling premium rates for all classes were provided by MAIC for the underwriting periods 1 January 2008 to 1 April 2025 on 20 January 2025. This information included the underlying assumptions for expenses, profit margin and vehicle class relativities.

3.5 Insurers' rate filings for all vehicle classes

Insurers' rate filings for all classes were provided by MAIC for the underwriting periods 1 October 2005 to 30 June 2025 on 20 January 2025.

3.6 Levy rates

MAIC has supplied the levy rates charged for each underwriting year since the beginning of the Scheme. This data, provided on 20 January 2025, consists of the dollar amounts charged for the Hospital and Emergency Services levy, Statutory Insurance Scheme levy, Queensland Transport administration fee, the Nominal Defendant levy (inclusive of the HIH levy) and the NIISQ levy for all vehicle classes.

3.7 Affordability index

MAIC has supplied the data underlying the affordability index on 20 January 2025. This data consists of the Queensland full-time adult persons ordinary time weekly earnings per calendar quarter and the highest filed Class 1 premium since the December 2000 underwriting quarter.

4 Methodology

4.1 Scheme affordability

The calculation of Scheme affordability is straightforward and prescribed by the *Motor Accident Insurance Act 1994, Part 1 3(b) and 4*. We do not discuss the calculation in detail in this report.

4.2 Scheme delivery

4.2.1 General

The aim of this exercise is to create an index that tracks, per underwriting quarter, the proportion of average premium collected across all classes that is paid back to, or in respect of, claimants. We refer to the amount of monies paid back to, or in respect of, claimants as *claimant benefits*, while all other payments are referred as *delivery costs.* Payments made to, or in respect of claimants include all claim payments except certain heads of damage and include the hospital and emergency services levy.

Claimant benefits and delivery costs sum to the collected premium, where levies and other Scheme costs are included in premium.

4.2.2 Claimant benefits

As agreed with MAIC, claimant benefits are defined as any monies paid to or on behalf of direct benefit to claimants. Claimant benefits include:

- Aids and appliances
- Past and future care including home care
- Past and future economic loss
- General damages
- Home and vehicle modifications
- Plaintiff legal costs
- Hospital, pharmaceutical and medications
- Pre-approved costs and rehabilitation
- Funeral expenses
- Trustee's administration costs
- Trustee's sanction fees
- Recoveries
- Hospital and emergency services levy (H&E levy).

The reason for including each of the above as a claimant benefit is self-explanatory except for the plaintiff legal costs. Our reasons for including these as a benefit are:

- Claimants frequently have solicitor-client cost agreements with their legal representation that entitles them up to 50% of the claim settlement. These agreements, governed by s345-347 of the Legal Professions Act 2007 are confidential and hence not captured by MAIC, as discussed in Section 1.5. As a result, it is difficult to identify the exact amount paid and therefore potentially bias the Scheme delivery index.
- Philosophically, such payments are made in respect of the claimant for services provided to the claimant and are under the control of the claimant.
- As defined above, the Scheme delivery index separates the benefits for claimants versus the cost of delivering the Scheme. By including plaintiff legal costs as a claimant benefit, the definition of delivery costs becomes a cleaner measure of the cost for insurers to administer the Scheme.

4.2.3 Delivery costs

Accordingly, Scheme delivery costs are all other costs, these include:

- Insurer investigation costs
- Defendant legal costs
- Administration costs and other expense costs
- Reinsurance and acquisition costs
- Insurer's claim handling expense (CHE)
- Insurer's profit margin
- Statutory Insurance Scheme levy
- Queensland Transport administration fee.

4.2.4 Assumed levies and other Scheme costs

In the calculation of the floor and ceiling, MAIC make assumptions regarding:

- Claim handling expenses – percentage of risk premium
- Acquisition and reinsurance cost – fixed dollar cost
- Levies – fixed dollar cost
  - Hospital and emergency services levy
  - Statutory Insurance Scheme levy
  - Queensland Transport administration fee.

In our attribution of the Scheme delivery costs between levies, costs and profit we have assumed that the actual levies and costs are incurred at the level assumed by MAIC.

4.2.5 Future claim payments

Future claim payments

We have taken from the Retrospective Profit Study:

- Projections of future claim payments using data and models underlying the most recent Annual Advice
- Estimates of hindsight risk premium.

Future Superimposed Inflation

As in the Retrospective Profit Study, our central estimate of future claim payments and hindsight risk premium is based on future superimposed inflation (SI) of 0% per annum, which is equal to MAIC's allowance in the calculation of the ceiling and floor premium as at 31 December 2024.

4.2.6 Hindsight risk premium

A description of the calculation of the hindsight risk premium can be found in Section 4 of the Retrospective Profit Study. We describe below the significant features of that calculation.

General

The estimation of the hindsight premium is as follows:

- Hindsight estimates of Scheme claim frequency and claim size by accident quarter are taken from the risk premium report
- The claim size estimates are inflated and discounted to the middle of their respective underwriting quarter
- The risk premium is calculated as the product of claim frequency and the average claim size.

Inflation

Future finalised claim payments have been inflated to the middle of the calendar quarter in which they are projected to be paid using inflation projections sourced from the Annual Advice. Future finalised claim payments are sourced from the Annual Advice.

Discounting payments

Claim payments have been discounted to the middle of the underwriting quarter using the Government bond yield curve as at the end of the underwriting quarter.

4.2.7 Proportion of claimant benefits

The estimation of the proportion of risk premium allocated to claimant benefits is as follows:

- By using the most recently supplied data (as at 31 December 2024) calculate, per accident quarter, the cumulative ratio of claimant benefit claim payments to total claim payments
- Analyse how this ratio develops across successive development quarters (*historical* development factors)
- Select *future* development factors that are typical of historical development
- Estimate the ultimate ratio for each accident quarter by using the selected future development factors.

We apply the same approach to estimating the proportions of risk premium allocated to specific subcomponents of claimant benefit, which are:

- Care and medical-related costs
- Past and future economic loss
- General damages
- Other claimant benefits such as trustee fee, pre-approved costs, legal defendant costs and recoveries.

After each individual proportion is calculated, we calibrate the sum of the subcomponent proportions to be consistent with the total proportion allocated to claimant benefit.

4.2.8 Calculation of the Scheme delivery index

In algebraic form, the Scheme delivery index, for any given underwriting quarter, is defined as:

$$\frac{\textit{Claim payments excluding certain heads of damage + specified premium levies}}{\textit{Collected premium (includes levies and other Scheme costs)}}$$

Alternatively:

$$\frac{\textit{Claimant benefits}}{\textit{Claimant benefits + delivery costs}}$$

The numerator of the index, referred to as *claimant benefits*, is calculated by:

- Multiplying the hindsight all-class risk premium from the Retrospective Profit Study by the estimated *ultimate ratio* to calculate the amount of hindsight all class risk premium to be attributed to claimant benefits (for more information of the calculation of the hindsight risk premium, see Section 4 of the Retrospective Profit Study or Appendix B.1)
- Adding in claimant benefit levies (the Health and Emergency Services Levy).

All the underwriting quarters included in our analysis have some claims to be settled and most have some claims yet to be reported. Our calculation of claimant benefits therefore depends on our projection of the hindsight premium and of the proportion of claimant benefits.

The more recent the underwriting quarter:

- The more dependent is the estimate of claimant benefits on the assumptions underlying our projection.
- The more uncertain is our estimate of the Scheme delivery index.

We allocate projected future claim payments between claim payments, levies and costs, and insurer profit. Future claim payments and premium payments are made at different times so are discounted to a common date for a valid comparison to be made. The decomposition of future claim payments by heads of damage is not yet known – our claim payment models are not specific to head of damage so need amendment for use in this context.

To calculate the delivery index, we divide the estimate of claimant benefits for each underwriting quarter, inclusive of claimant benefit levies, by the average filed premium, weighted by insurer market share.

4.2.9 Allocation of hindsight premium which is not part of claimant benefits

The portion of the hindsight risk premium which is not part of claimant benefits can be allocated between:

- Non-claimant heads of damage
- Levies
- Expenses
- The remaining element, which is a hindsight estimate of insurer profit.

Our estimation of the last three of these items is identical to those in the Retrospective Profit Study. We have included premium levies and GST within our estimates of the Scheme delivery index – as a result, our estimate of insurer profit is approximately 1% less than that reported within the Retrospective Profit Study, because it is a proportion of a larger denominator.

4.2.10 Summary of payments

Table 4.1 breaks down total payments into major components. The results presented in Section 5 follow the same grouping of payments.

Table 4.1 Scheme delivery by components

Scheme delivery	Components	Payment types
Claimant benefits	Payment to claimants	Care and medical payments
		Economic loss
		General damages
		Other payments (pre-approved costs, direct legal plaintiff costs, trustee fees and recoveries)
	H & E Levy	Hospital and Emergency Services (H&E) levy
Delivery cost	Insurer profit	Insurer's profit margin
	Legal and investigation costs	Legal defendant costs and insurers' investigation costs
	Admin levies	Statutory Insurance Scheme levy and Queensland Transport Administration fee
	Other costs	Acquisition costs
		Reinsurance costs
		Claim handling expenses (CHE)

4.2.11 The National Injury Insurance Scheme Queensland (NIISQ)

The NIISQ came into effect from 1 July 2016. All lifetime care and support costs for catastrophically injured claimants arising from accidents after 1 July 2016 are covered under the NIISQ. This is expected to reduce the average claim size for policies underwritten from 1 July 2015 due to the reduction in costs covered by CTP scheme. The claim frequency will remain unchanged as certain heads of damages (HoD) such as Economic Loss for these catastrophically injured claimants will still be covered by CTP scheme.

In the Scheme performance study, we have adopted a modelling approach such that:

- Claim sizes are modelled on a net of NIISQ basis by removing all payments and case estimates for HoDs from the data which we assess would have qualified for the NIISQ if it had always been in existence. This means that the projected sizes of claims directly incorporate a reduction in costs covered by the NIISQ.
- Gratuitous care costs have been removed as a HoD that would have been covered by the NIISQ.
- For claims incurred prior to 1 July 2016, claim sizes are adjusted back to a gross of NIISQ basis by adding back the payments and case estimates deducted above. This is because NIISQ is not applicable to these claims hence no claims cost was transferred to NIISQ.

We adopt different development patterns for accident periods before and after the introduction of NIISQ for projecting the development of proportions of risk premium allocated to the heads of damage discussed in Section 4.2.7. This is to recognise different payment patterns of NIISQ-eligible claims and all other claims.

We have also made adjustments to policies underwritten from 1 July 2015 to 30 September 2016 to reflect insurers' payments to MAIC for the exposure covered by NIISQ (the *NIISQ claw back*).

The NIISQ levy was introduced on 1 October 2016. The NIISQ levy is not included in our analysis, apart from consideration of Scheme affordability where we show the highest filed Class 1 CTP premium including and excluding the levy (Section 5.4).

Our methodology is unchanged from our previous performance report.

5 Results

This section outlines the key findings of our analysis. We present:

- The historical trends of HoD subgroups and the estimated proportion of claimant benefits to total claim payments (Section 5.1)
- The split of insurer average filed premium into risk premium, premium levies and other Scheme costs, grouped into claimant benefits and delivery cost (Section 5.2)
- The key insights into the trend in Scheme delivery and uncertainties (Section 5.3)
- The calculation of the Scheme affordability index (Section 5.4)
- Comments on the overall Scheme performance (Section 5.5).

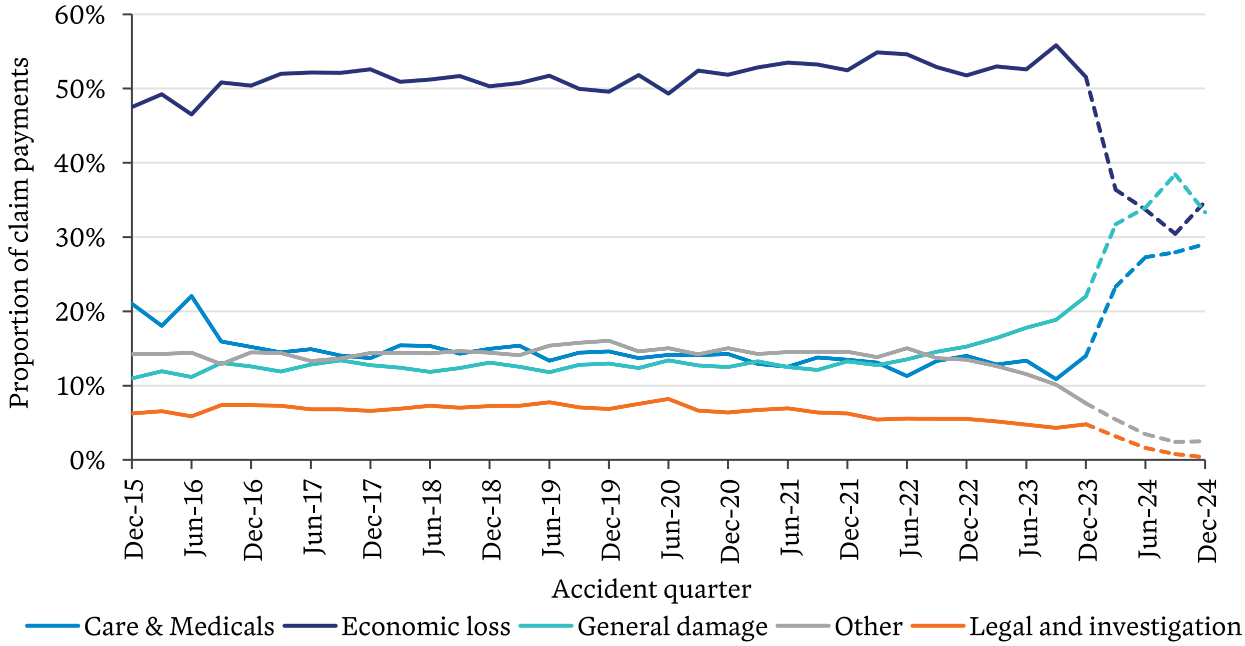
5.1 Proportion of claimant benefits

5.1.1 Proportions of claim payments to date

Figure 5.1 shows, to date, the proportion of total claim payments for the more significant HoD, for the last 10 accident years. This chart shows a very different proportion of claim payments to date for the 2024 accident year compared to previous years – this is reflective of the immaturity of the 2024 accident year.

It is not possible for us to present a comprehensive view of plaintiff legal costs due to confidential cost agreements between Queensland CTP claimants and their solicitors, as discussed in Sections 1.5 and 4.2.2.

Figure 5.1 Portion of claim payments to date



Note:

(a) *Other* payments include pre-approved costs, 'known' plaintiff legal costs and recoveries.

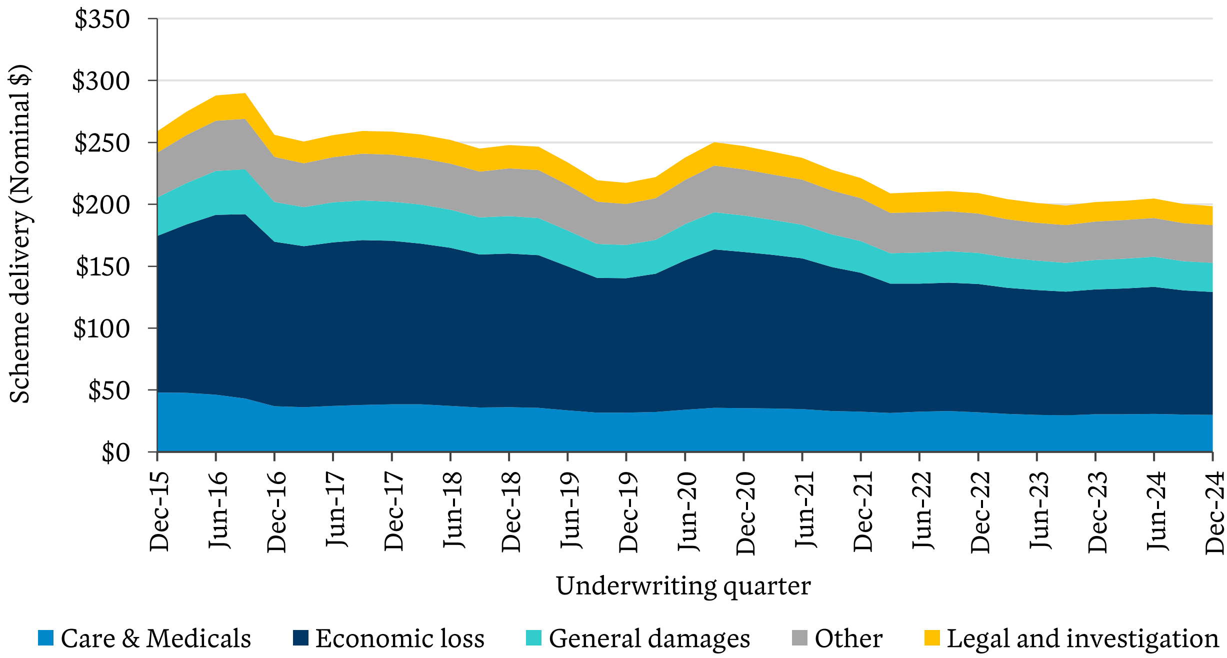
(b) *Legal and investigation* costs relate to legal defendant costs and insurer investigation expenses, which are regarded as part of delivery costs.

The proportion of claim payments relating to economic loss have been growing, mostly at the expense of Care & Medicals, and Legal and investigation expenses.

Figure 5.2 develops each HoD to ultimate for a comparison across underwriting quarters. Selected development factors based off historical experience develop the portion of claim payments to date under each HoD to ultimate. As a result, ultimate projections for 2024 are subject to significant development due to the immaturity of this year.

We see the risk premium allocation by HoD has been fairly stable over the most recent 5 years after adjusting for inflation.

Figure 5.2 Ultimate risk premium by heads of damage



Note:

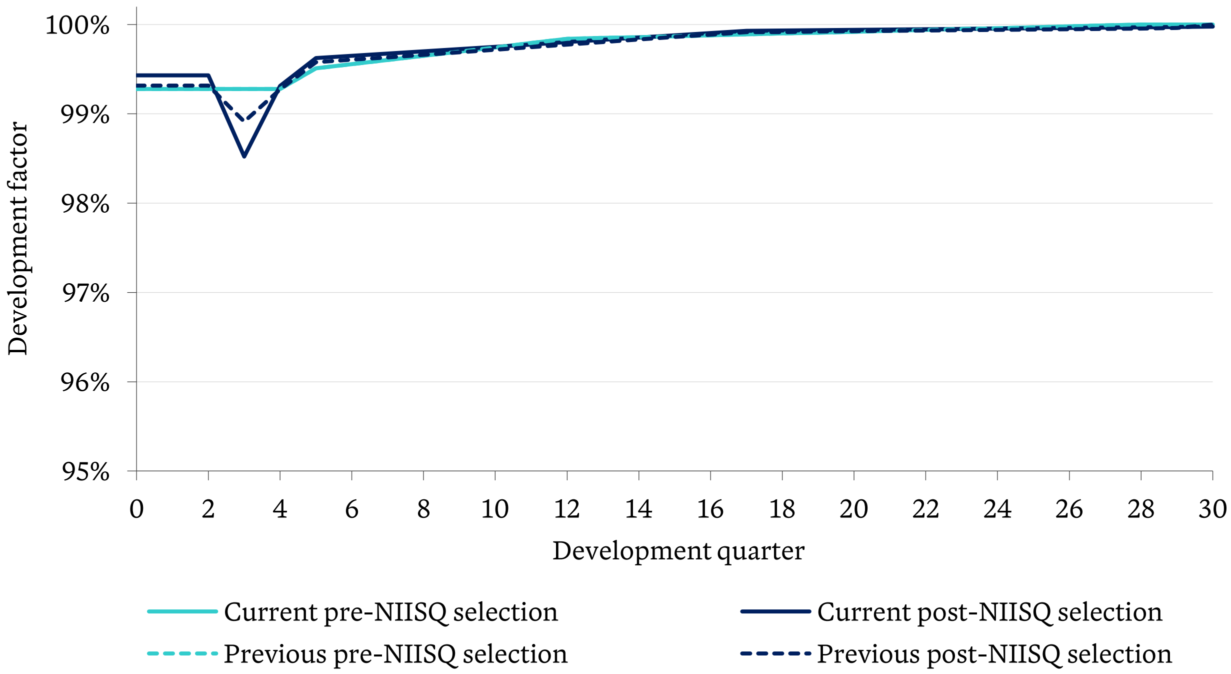
(a) *Other* payments include pre-approved costs, 'known' legal plaintiff costs and recoveries.

(b) *Legal and investigation* costs relate to legal defendant and insurer investigation expenses, which are regarded as part of delivery costs.

5.1.2 Development factors

Figure 5.3 displays the previous and current selected development factors for the proportion of claimant benefits to total claim payments. These development factors show, per development quarter, how the proportion of claimant benefits to claim payments develops over time. A development factor of 100% indicates nil change, while a factor of 99% indicates a 1% decrease in the proportion from one development quarter to the next, while a factor of 101% indicates a 1% increase.

Figure 5.3 Selected development factors



We adopt slightly different development patterns for accident periods before and after the introduction of NIISQ, recognising different payment patterns for NIISQ-eligible claims and all other claims.

Development factors range between 98.5% and 100%. The change by development quarter is very small, especially more than one year after the beginning of the accident quarter.

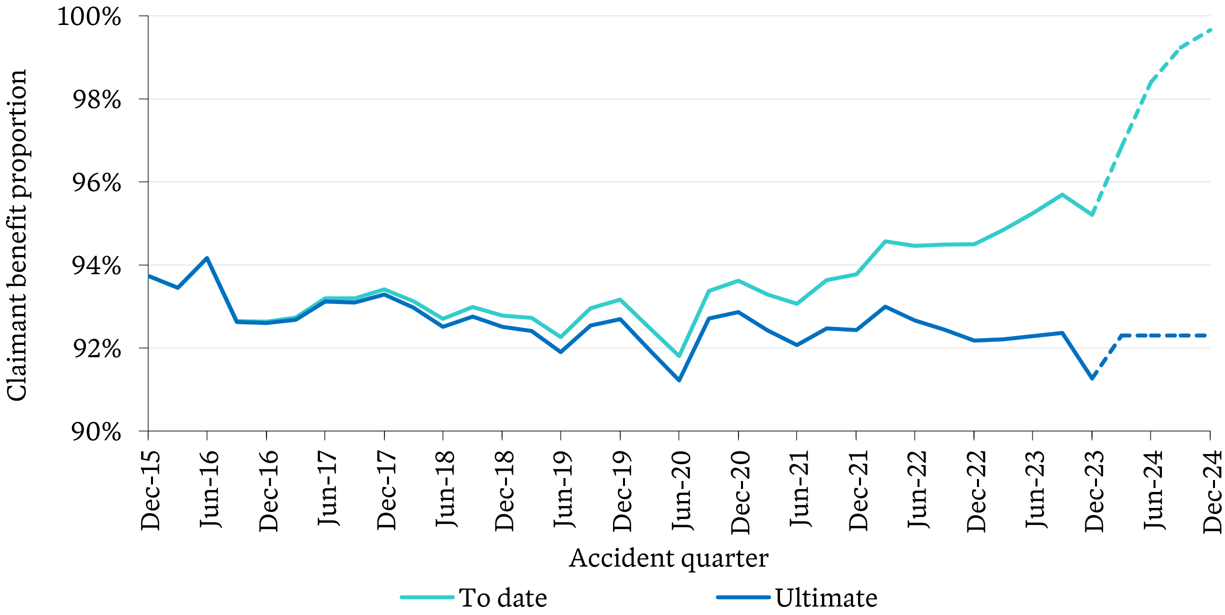
The updated post-NIISQ selection reflects an updated development factor selection in response to recent experience. The Pre-NIISQ selection has remained unchanged.

5.1.3 Ultimate claimant benefit proportion

Figure 5.4 shows the estimated ultimate claimant benefits as a proportion of risk premium across accident years compared with the paid proportion to date.

The 2024 accident year experience to date is highly volatile. This year is immature and hence subject to significant development. We have adopted a 2-year average referencing the 2022-2023 accident years when estimating the ultimate claimant benefit proportion for 2024.

Figure 5.4 Claimant benefit proportions – ultimate and to date



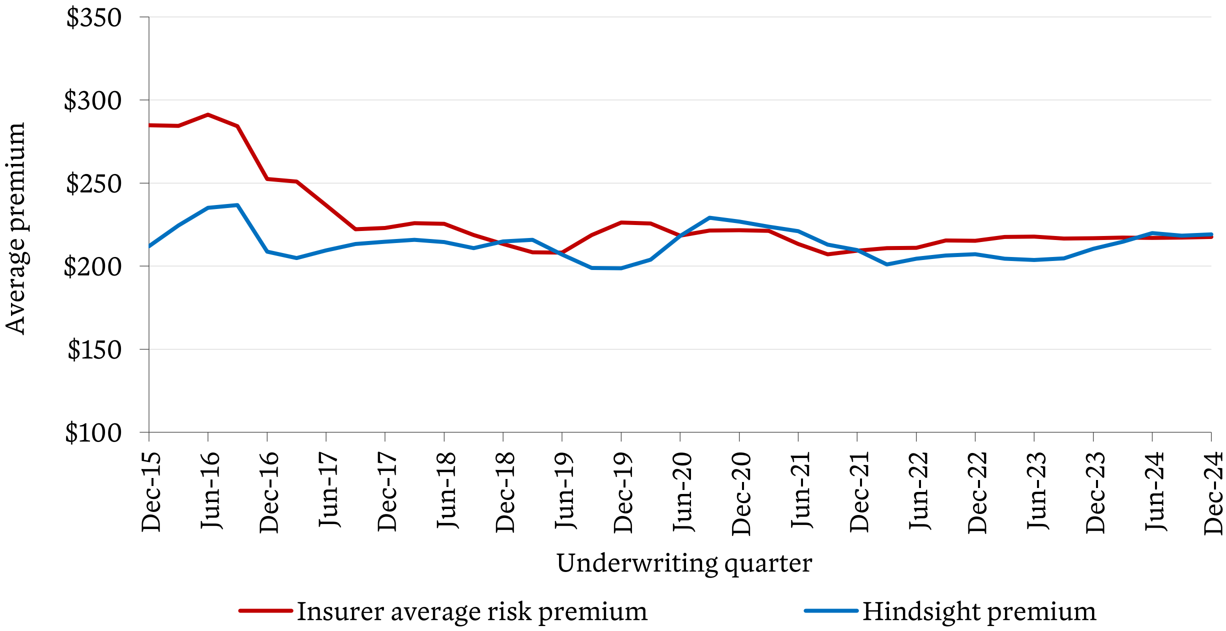
For the 2022-2023 accident years, we project an ultimate claimant benefit proportion between 91% and 93%, with a selected ultimate claimant benefit proportion of 92% for 2024.

5.2 Average filed premium

5.2.1 Risk premium

Figure 5.5 shows the estimated hindsight all-class risk premium and the average filed insurer premium from 31 December 2015 to 31 December 2024, taken from Section 5 of the scheme Retrospective Profit Study.

Figure 5.5 Average (non-ITCE) all class gross risk premium



The difference between the average insurer (filed) premium and the hindsight estimate of risk premium is equal to the current estimate of insurer profit above the target profit margin.

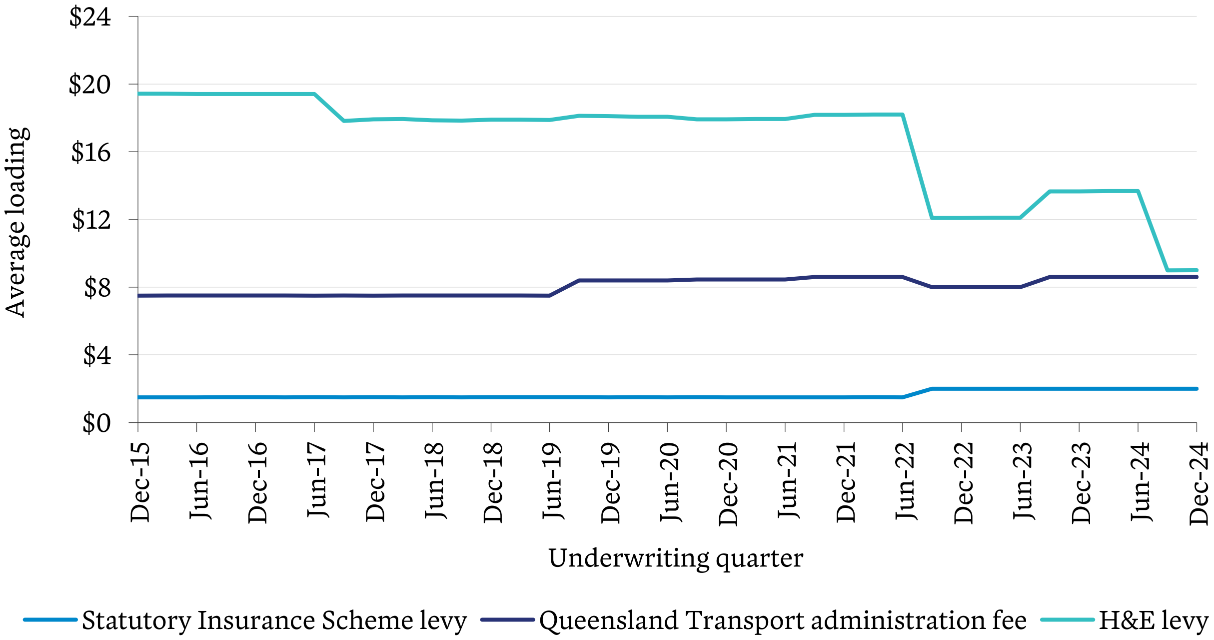
5.2.2 Premium levies

Figure 5.6 shows, per underwriting quarter, the average dollar value of levies included in the premium across all vehicle classes.

At the Sep-22 underwriting quarter, the Health and Emergency Services levy (H&E levy) decreased by 34%, before increasing by 13% at the Sep-23 underwriting quarter, then decreasing by 34% again at the Sep-24 underwriting quarter.

The Statutory Insurance Scheme levy and Queensland Transport administration fee levels have both remained fairly stable since 2015, albeit with small changes over the 2016-2024 period.

Figure 5.6 Average (non-ITC) premium loadings across all classes



5.2.3 Expenses and allowances

Figure 5.7 shows the expenses and allowance assumptions across all classes, as assumed by MAIC in their central estimate calculation, along with the weighted average acquisition and reinsurance cost across all classes.

MAIC's assumptions vary by class. We have assumed that the allowances in Figure 5.7 are those experienced by the average filed premium. All loadings as displayed in Figure 5.7 are classified as Scheme delivery costs in our calculation of delivery.

Figure 5.7 Average expenses and allowances at the MAIC central estimate across all classes

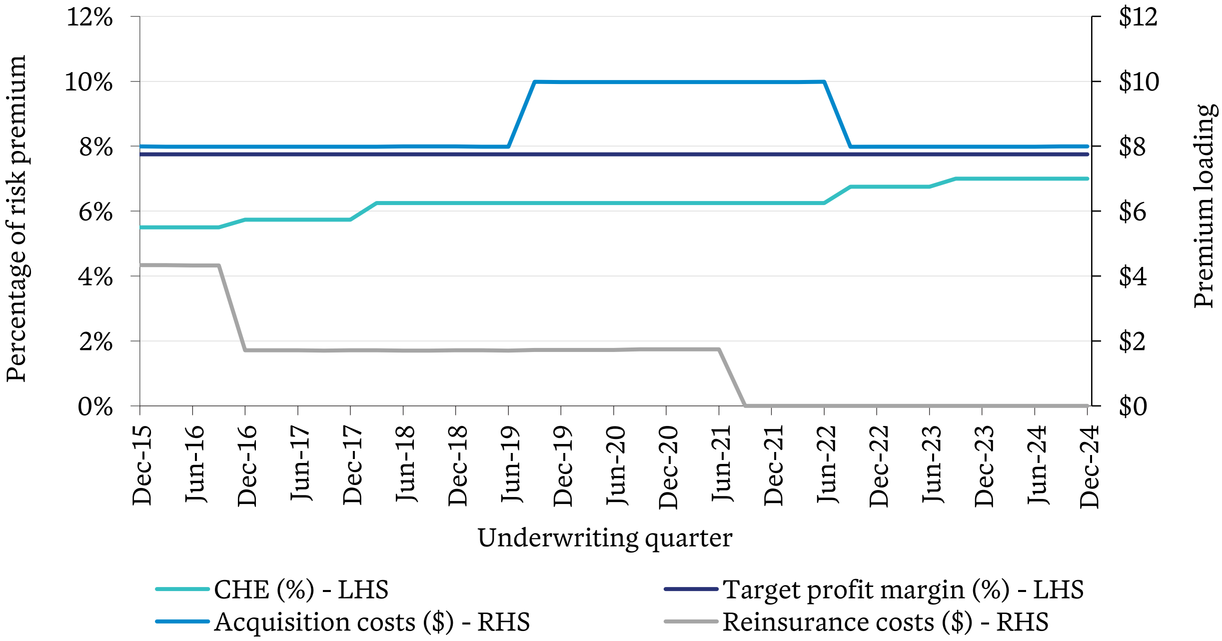


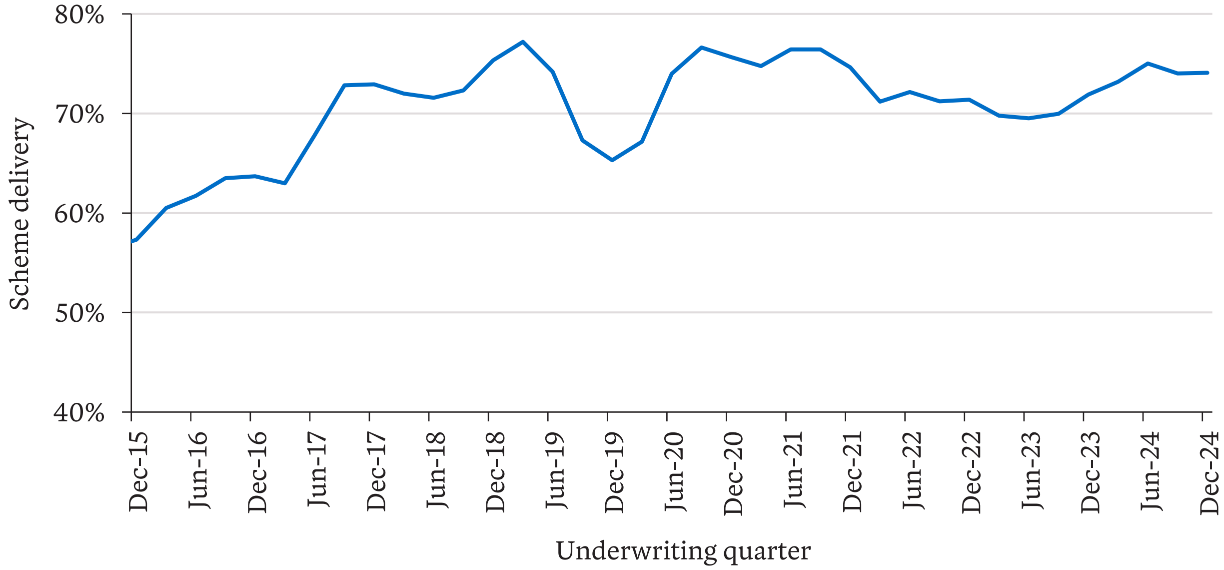
Figure 5.7 shows over 2016-2024:

- The claims handling expense assumption ranges between 5.5% and 7.0%. It was increased in the Dec-16 and Mar-18 underwriting quarters after the introduction of NIISQ, and again in the Sep-22 and Sep-23 underwriting quarters.
- The target profit margin has remained stable at 7.75%.
- The average reinsurance cost assumption was reduced to $1.70 from Dec16 due to the introduction of NIISQ. Since Sep-21, reinsurance costs have been set to nil.
- Acquisition costs were $8 at the Dec-15 underwriting quarter, then increased to $10 at the Sep-19 underwriting quarter, before decreasing back to $8 at Sep-22.

5.3 Scheme delivery

Figure 5.8 shows the consolidation of the results shown in the previous sections into a *delivery index*. That is, the proportion of premium that is attributed to the benefit of claimants, by underwriting quarter.

Figure 5.8 Scheme delivery across all vehicle classes



The delivery index reflects an overall increasing trend between 2015 and 2021. The main driver of this trend is an estimated reduction in insurer profitability, which reversed over 2022-2023. The delivery index is estimated to increase over 2024.

The estimation of the scheme delivery for recent underwriting years is subject to considerable uncertainty due to a dynamic environment and the long-tailed nature of CTP. This is because the estimates include forecasts of how much will be paid in claims costs and the heads of damage under which they will be paid. The results are subject to greater uncertainty for less developed underwriting periods, especially 2024 because most of the payments for this underwriting year are forecast, rather than actual.

Table 5.1 shows a breakdown of Scheme premiums over each of the past 5 underwriting years into the proportions that relate to claimant benefits and the proportions that relate to delivery costs.

Table 5.1 Decomposition of Scheme premiums into the main components of claimant benefits and delivery costs

Underwriting Period	Claimant benefits			Delivery costs				
	Claim payments	H&E Levy	Total	Profit	Legal and investigation costs	Admin levies	Other	Total
2020	67%	7%	73%	8%	5%	4%	10%	27%
2021	69%	7%	76%	5%	6%	4%	10%	24%
2022	66%	6%	71%	10%	5%	4%	9%	29%
2023	65%	5%	70%	11%	6%	4%	9%	30%
2024	70%	4%	74%	7%	6%	4%	9%	26%
Recent 5 underwriting years	**67%**	**6%**	**73%**	**8%**	**6%**	**4%**	**9%**	**27%**

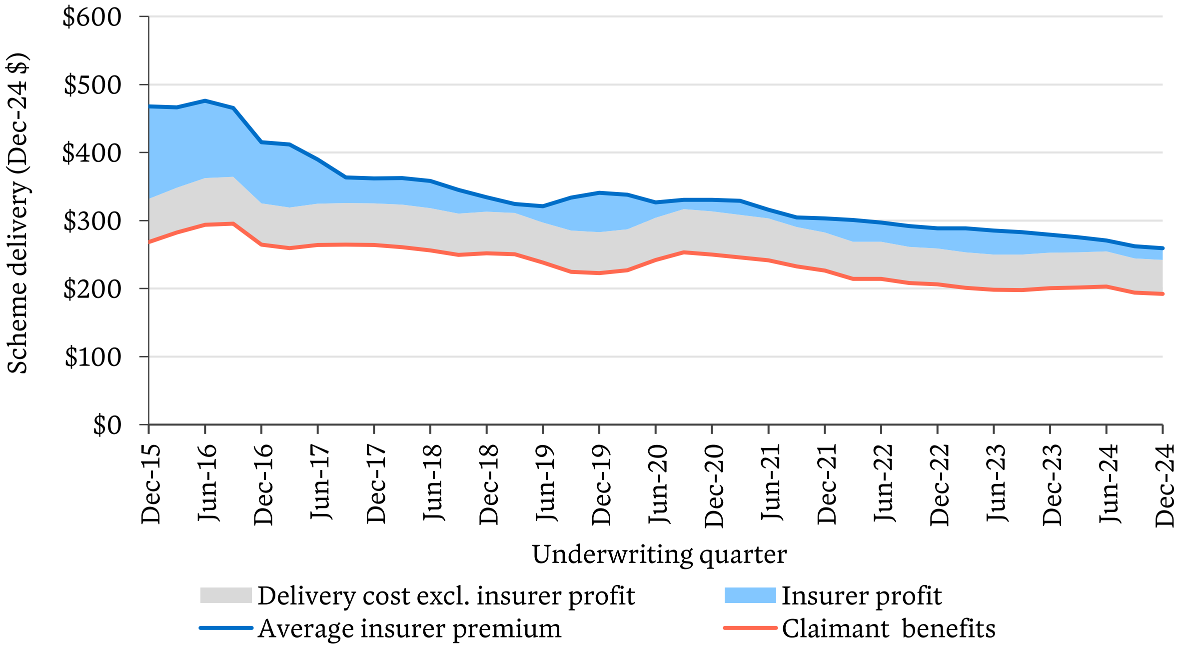
Note: *Other* delivery costs include acquisition costs, reinsurance costs and claim handling expenses (CHE).

Table 5.1 shows that, on average, Scheme delivery has been 73% over the 5 most recent underwriting years.

- Scheme delivery increased over 2020-2021, stepped down over 2022-2023, and then increased again in 2024. The main driver of the trends in Scheme delivery is variation in insurer profitability.
- The reduction in the H&E levy share of premium reflects a decrease in the H&E levy since Jun-22.
- The components of delivery costs, apart from profit, have generally remained stable.

Figure 5.9 below shows the trend in premium components. The estimated insurer profit margin decreased over 2020-2021, increased for 2022-2023, and decreased again for 2024.

Figure 5.9 Scheme delivery by premium component



We provide a further decomposition of claimant benefits and delivery costs (excluding insurer profit):

- Figure 5.10 and Figure 5.11 provide a breakdown of claimant benefits
- Figure 5.12 provides a breakdown of delivery costs.

Figure 5.10 shows a long-term decreasing trend in claimant benefits since Jun-16.

Figure 5.10 Claimant benefits by heads of damage

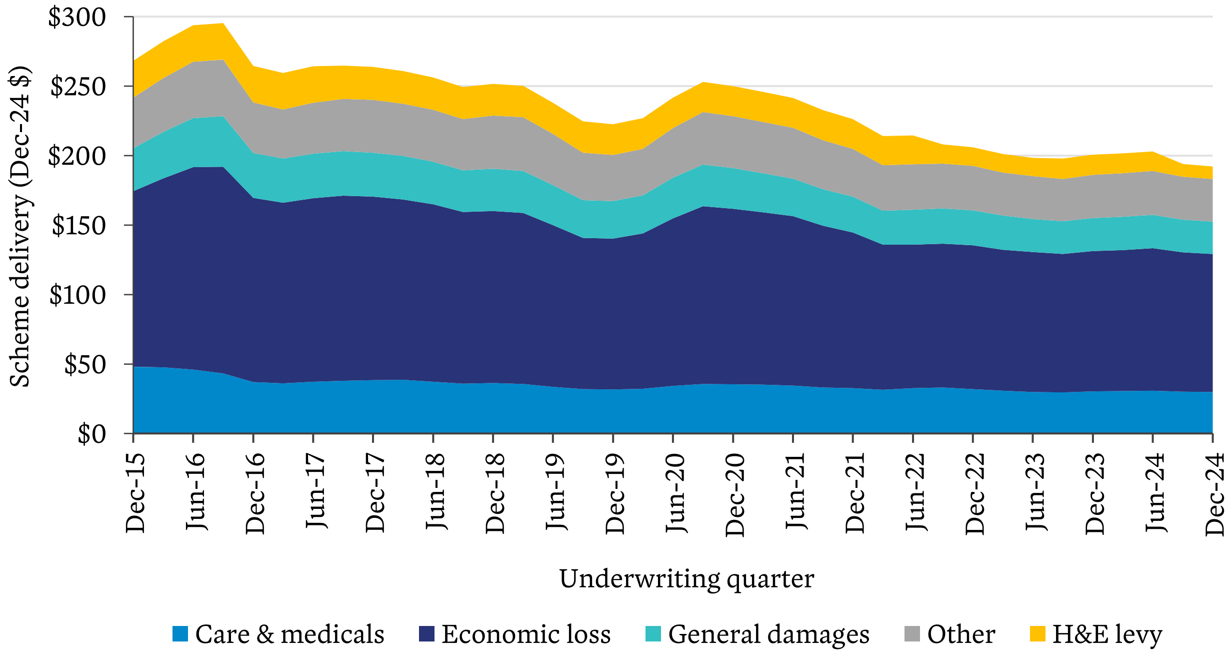


Figure 5.11 shows the trend in care and medical-related payments and economic loss as proportion of claim payments. The proportions for both have been largely stable since Dec-16.

Figure 5.11 Proportion of payments allocated to care and medicals, and economic loss

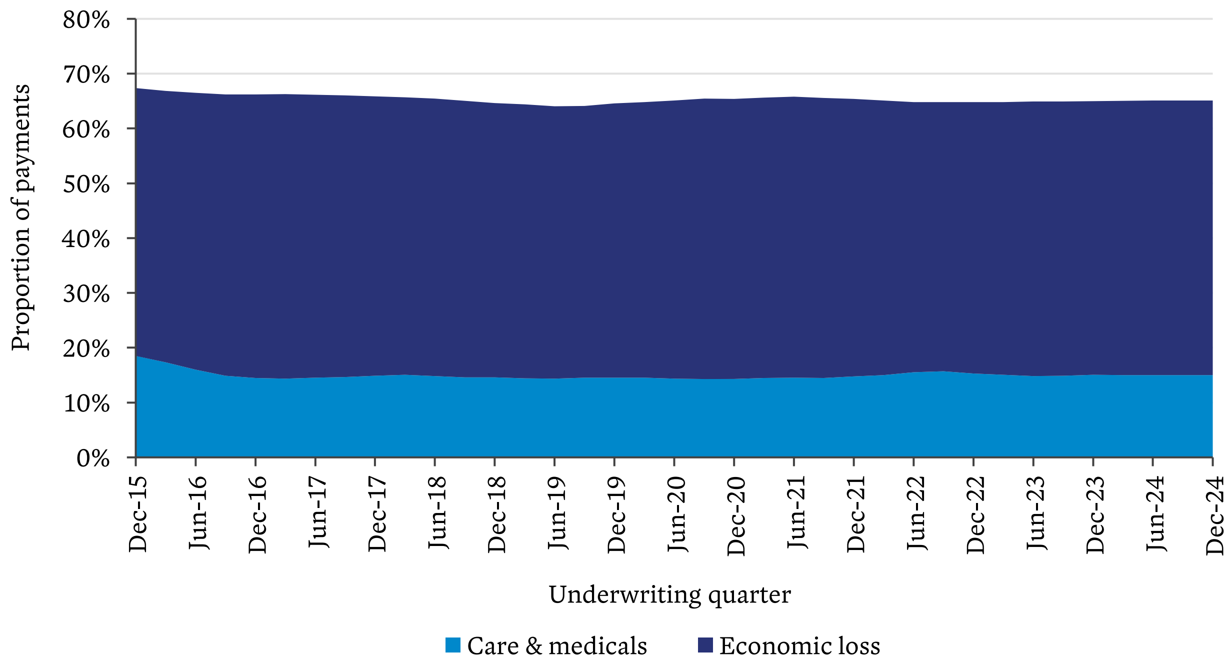
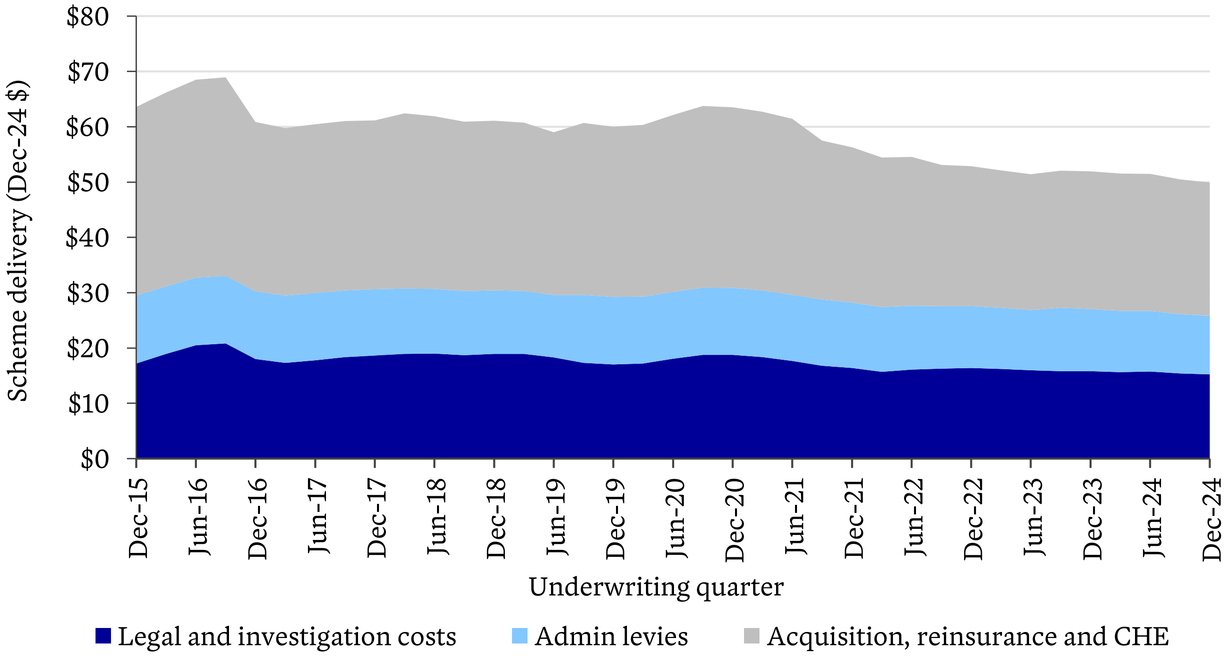


Figure 5.12 shows the delivery costs by heads of damage. We observe a reduction in acquisition and reinsurance components corresponding to the reduction in their allowances discussed in Section 5.2.3, along with a small reduction in legal and investigation costs over 2021.

Figure 5.12 Delivery cost by heads of damage excl. insurer profit



Key insights

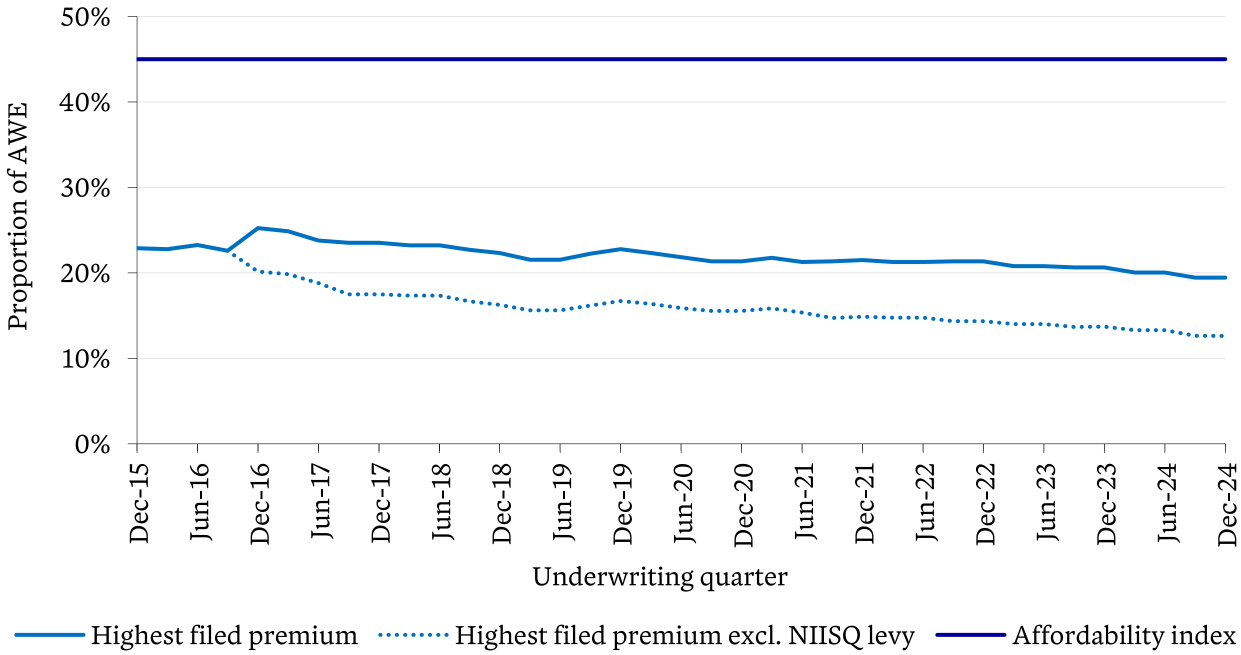
- The Scheme delivery index shows an overall increasing trend between 2015 and 2021. The index stepped down over 2022-2023, before increasing in 2024. The main driver of the trends in Scheme delivery is variation in insurer profitability.
- The estimates of Scheme delivery index are subject to considerable uncertainty, especially for the most recent underwriting year 2024.
- After adjusting for inflation, the proportion of the premium which will eventually be spent on claimant benefits averages 73% over the past 5 underwriting years.

5.4 Scheme affordability

Using the methodology prescribed by MAIC, Figure 5.13 shows a history of Scheme affordability. For policies underwritten from 1 October 2016 we present the highest filed premium including *and* excluding the NIISQ levy because the claims that are covered by NIISQ do not belong to the CTP scheme. The filed premiums from underwriting periods 2015Q3 to 2016Q3 have not been adjusted for the amounts clawed back from the insurers to cover the cost of NIISQ.

The QLD Class 1 CTP premium has become more affordable. QLD Class 1 CTP premiums have decreased from 22.9% of AWE in December 2015 to 19.4% of AWE including NIISQ levy (12.6% of AWE excluding NIISQ levy) in December 2024.

Figure 5.13 Highest filed premium and affordability index for Class 1 as proportion of AWE



5.5 Scheme performance

Figure 5.8 and Figure 5.13 show that over the past 10 underwriting years:

- The proportion of premiums paid as claimant benefits has generally increased until 2021. On average, over the past 5 underwriting years, assuming 0% p.a. future superimposed inflation, claimant benefits account for 73 cents of every dollar.
- The relative cost of CTP for QLD motorists has fallen from 22.9% of AWE in December 2015 to 19.4% of AWE including NIISQ levy (12.6% of AWE excluding NIISQ levy) in December 2024.

5.6 Legal costs

As discussed in Section 4.2.2, plaintiff legal costs are included as claimant benefits. One of the primary reasons for including these costs is the inability to accurately measure the proportion of plaintiff legal costs paid by the claimant due to solicitor-client cost agreements. These agreements can potentially be up to 50% of the total settlement. There is currently no comprehensive view of plaintiff legal costs available from the data.

6 Reconciliation

In this section, we reconcile our current estimate of the delivery index with the corresponding delivery index from our previous report.

Table 6.1 shows the changes in delivery index due to:

- The change in the estimated retrospective profits since the previous report, as seen in Section 6.2 of the Retrospective Profit Study.
- Experience and assumption changes since the previous report. This includes how experience in the year to 31 December 2024 differed from previously forecast and affected our projection of the ultimate proportion of claimant benefits. This mostly affects the recent underwriting periods.

Table 6.1 Reconciliation to previous report

Underwriting period	Previous delivery index (All classes)	Changes due to		Current delivery index (All classes)[(a)]
		Retrospective profit	Experience and assumption changes	
2016	**63%**	-0%	-0%	**62%**
2017	**69%**	+0%	+0%	**69%**
2018	**72%**	+1%	+0%	**73%**
2019	**71%**	-1%	+0%	**71%**
2020	**74%**	-1%	+0%	**73%**
2021	**75%**	-0%	+0%	**76%**
2022	**71%**	+0%	+0%	**71%**
2023	**71%**	-1%	-0%	**70%**

(a) As shown in Figure 5.8. Numbers may not sum up exactly due to rounding.

There has been little change over the year outside of the movements in estimated retrospective profits. These are discussed in further detail in Section 6.2 of the Retrospective Profit Study.

7 Reliance and limitations

In producing this report, we have relied on data supplied by MAIC on vehicle registrations, premium, premium filing and claims data without audit or independent verification. The accuracy of the results is dependent on both the accuracy and completeness of the data provided. However, in the course of the analysis, internal checks have been carried out which would be expected to find gross inconsistencies. None have come to light and we have accepted the data at face value.

Our analysis is heavily dependent on our estimates of total claims cost from each accident quarter and the estimate of hindsight premium. These are derived from the Annual Advice and the Retrospective Profit Study. This report is subject to the same reliance and limitations as seen in both of those reports.

Due to limitations on data availability, a number of approximations have been made. Should these turn out to be materially inaccurate then our results would be affected. In particular, we have extrapolated current experience to estimate the proportion of claim payments associated to claimant benefits.

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 actual Scheme delivery and affordability may deviate, perhaps materially, from our estimates.

The report has been prepared for MAIC for the specific purpose stated in Section 2. No reliance should be placed on this report for any other purpose without confirming with us that such a purpose is appropriate. No other distribution of this report to parties outside of MAIC is permitted without the prior written permission of Taylor Fry. This report is to be considered in its entirety, as parts of the report considered in isolation may be misleading. If any part of this report is to be distributed or provided to other parties, then the entire report including all appendices and not excerpts must be distributed or provided.

Appendix A Data

A.1 Historical claimant benefits payments

A.2 Historical total claim payments

A.3 Premium loadings and levies

Appendix A. 1 Historical finalised inflated claimant benefit claim payments (gross of ITC/DAM)

	Payments ($ millions)																		
Accident	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Dec-15	0.1	0.5	1.1	3.0	7.1	10.1	22.1	13.6	19.3	11.5	13.8	15.8	11.7	5.0	7.7	5.7	6.4	6.6	18.0
Mar-16	0.1	0.7	1.3	2.8	6.8	14.5	19.3	18.6	14.4	15.5	10.4	20.4	26.7	7.4	7.5	3.8	5.2	5.2	4.2
Jun-16	0.1	0.3	1.8	2.6	9.6	15.8	19.0	17.9	21.2	13.5	17.1	14.3	10.3	6.1	8.1	14.6	5.8	14.0	3.6
Sep-16	0.0	0.4	0.8	4.6	8.9	19.9	17.7	20.0	19.5	16.6	9.2	13.0	13.1	7.2	9.5	12.6	8.3	3.5	6.5
Dec-16	0.1	0.3	1.2	2.5	9.3	16.7	28.7	20.1	16.8	19.4	14.2	12.9	12.7	5.8	8.0	8.5	4.8	12.3	7.8
Mar-17	0.0	0.3	1.1	3.1	8.0	18.9	19.9	18.1	15.1	17.0	17.1	16.7	9.3	8.8	10.1	6.7	9.1	8.0	5.4
Jun-17	0.0	0.4	1.4	2.0	10.0	15.9	20.8	20.1	20.5	14.1	11.2	11.0	10.4	11.5	10.0	9.2	7.5	5.0	3.8
Sep-17	0.0	0.2	0.8	2.6	7.1	18.3	14.3	22.4	17.2	17.2	15.2	13.2	11.5	12.5	6.4	9.3	11.2	3.4	5.8
Dec-17	0.1	0.3	0.8	2.0	7.9	15.9	21.6	18.7	14.2	12.9	16.1	13.1	9.3	9.3	14.6	1.9	6.1	6.5	8.8
Mar-18	0.0	0.5	0.8	2.9	5.1	15.2	17.3	20.5	12.1	15.8	11.7	12.3	12.0	13.5	15.1	7.4	11.9	10.1	4.9
Jun-18	0.0	0.3	1.3	1.9	7.3	16.1	14.6	14.4	15.2	15.4	18.8	20.6	13.4	14.5	9.7	12.3	12.1	11.5	8.6
Sep-18	0.0	0.6	1.0	2.7	9.7	12.1	12.1	19.7	12.0	13.3	18.0	16.6	15.4	15.6	10.2	14.7	10.7	8.1	2.8
Dec-18	0.0	0.2	0.8	2.6	5.5	10.0	16.1	10.2	19.0	14.4	14.9	15.0	8.4	14.3	12.3	12.8	9.4	7.5	8.6
Mar-19	0.1	0.4	1.2	1.5	3.4	12.7	14.1	13.7	12.5	16.9	9.5	11.9	16.3	15.9	9.2	11.3	10.3	9.1	9.4
Jun-19	0.0	0.5	0.9	1.7	6.0	9.7	15.5	14.3	16.1	16.5	13.5	15.4	14.2	9.7	10.0	14.1	10.6	8.3	7.5
Sep-19	0.1	0.4	0.8	2.2	4.8	16.3	13.5	15.1	16.1	17.7	16.0	17.2	12.3	13.4	8.9	13.4	10.0	11.3	9.0
Dec-19	0.1	0.3	0.9	2.1	8.6	10.3	16.9	13.9	12.7	14.3	16.1	11.4	15.8	13.2	13.0	7.3	12.4	5.6	8.0
Mar-20	0.0	0.2	0.6	1.4	3.5	9.4	14.1	10.1	15.1	12.2	13.5	16.2	11.5	13.6	10.4	7.7	9.7	5.7	5.6
Jun-20	0.0	0.2	0.8	1.0	3.8	7.2	9.2	15.3	17.2	9.5	11.1	8.6	14.3	10.1	6.5	5.8	4.9	4.5	2.5
Sep-20	0.0	0.4	0.9	1.5	4.2	8.8	19.7	20.0	13.2	17.3	12.0	16.2	12.9	11.8	8.6	6.7	11.8	12.6	
Dec-20	0.1	0.2	0.8	1.4	6.0	10.9	24.3	13.3	22.6	12.7	14.5	20.3	15.9	6.1	9.5	9.1	6.3		
Mar-21	0.1	0.2	0.8	1.5	3.8	18.6	13.8	17.3	15.2	18.0	14.2	19.8	8.2	18.3	9.0	8.9			
Jun-21	0.1	0.4	0.7	1.5	9.5	11.8	20.5	15.5	17.0	19.9	13.7	9.5	16.8	17.2	12.0				
Sep-21	0.1	0.3	1.0	2.8	4.0	13.6	17.4	16.1	12.5	16.6	12.5	14.1	18.2	15.1					
Dec-21	0.1	0.5	0.6	1.7	7.5	12.1	19.5	15.3	14.8	11.2	10.7	12.8	12.2						
Mar-22	0.1	0.5	0.7	2.0	4.8	14.8	13.2	18.1	12.8	19.0	14.8	14.3							
Jun-22	0.1	0.5	0.9	1.6	7.3	13.1	20.9	14.2	16.1	14.6	15.5								
Sep-22	0.2	0.8	0.7	2.4	7.1	15.0	15.2	18.0	14.0	13.4									
Dec-22	0.2	0.6	1.2	2.1	8.1	10.7	20.0	14.1	15.7										
Mar-23	0.1	0.4	1.0	2.6	4.8	14.7	12.6	16.4											
Jun-23	0.2	1.0	1.7	2.4	7.2	13.2	15.9												
Sep-23	0.3	1.1	2.4	3.1	9.5	20.8													
Dec-23	0.3	0.9	1.7	2.9	8.8														
Mar-24	0.3	1.2	1.0	3.0															
Jun-24	0.4	1.4	1.7																
Sep-24	0.5	1.9																	
Dec-24	0.8																		

Accident	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36 Later
Dec-15	4.7	10.9	7.7	4.3	5.3	3.2	0.4	1.1	1.8	4.3	0.1	0.9	0.5	0.6	0.5	2.3	1.2	0.7
Mar-16	2.5	3.1	5.8	0.0	0.8	1.8	0.7	1.1	2.0	0.6	0.8	0.9	0.1	0.3	0.4	0.3	0.0	
Jun-16	6.3	4.4	3.7	1.7	2.8	1.8	2.8	4.3	2.4	14.7	1.0	0.4	0.1	0.4	0.0	0.0		
Sep-16	6.9	5.4	1.8	3.5	4.9	0.4	5.3	0.3	1.2	1.8	1.4	0.0	0.8	0.8	1.0			
Dec-16	4.0	6.5	5.9	9.1	4.0	3.5	0.9	2.9	1.1	3.6	1.7	1.9	3.9	0.9				
Mar-17	2.8	8.2	3.1	5.5	4.3	1.5	3.5	3.3	2.3	0.4	2.6	1.2	1.4					
Jun-17	5.5	6.9	3.1	5.0	5.7	6.1	2.6	0.3	0.1	0.6	1.2	3.4						
Sep-17	6.1	2.2	5.1	2.4	3.9	2.7	1.6	0.8	3.9	2.3	0.9							
Dec-17	4.4	8.3	4.2	3.3	3.0	0.9	1.6	2.4	2.3	0.7								
Mar-18	5.3	2.3	8.0	9.5	2.9	3.0	3.2	0.9	6.0									
Jun-18	8.0	4.4	7.1	10.6	2.0	6.6	3.2	2.7										
Sep-18	6.8	5.3	5.8	2.4	4.7	2.7	1.8											
Dec-18	8.0	8.5	5.7	6.6	2.7	1.1												
Mar-19	6.0	6.5	13.6	2.5	3.6													
Jun-19	8.7	7.9	8.5	4.0														
Sep-19	10.6	3.1	6.1															
Dec-19	11.1	5.7																
Mar-20	7.3																	

Notes: Sourced from the PIR system as at 31 December 2024 (as supplied by MAIC)

Appendix A. 2 Historical finalised inflated all claim payments (gross of ITC/DAM)

	Payments ($ millions)																		
Accident	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Dec-15	0.1	0.5	1.1	3.1	7.3	10.9	23.1	14.8	20.5	12.4	14.6	16.8	12.5	5.4	8.3	6.2	6.9	7.0	18.9
Mar-16	0.1	0.7	1.3	2.8	6.9	15.1	20.5	19.8	15.3	16.5	11.2	21.2	27.5	8.2	8.7	4.1	5.9	5.9	4.5
Jun-16	0.1	0.4	1.8	2.6	10.0	16.7	20.2	18.9	22.3	14.4	18.4	15.3	11.1	6.6	8.6	15.4	6.4	15.0	4.0
Sep-16	0.0	0.4	0.9	4.7	9.4	20.9	19.5	21.1	20.6	17.5	10.0	14.3	14.2	7.7	10.6	13.6	9.2	4.1	6.9
Dec-16	0.1	0.3	1.3	2.6	9.6	17.4	29.8	21.2	18.2	20.7	15.2	14.0	13.7	6.2	8.8	9.7	5.3	12.9	8.6
Mar-17	0.0	0.3	1.2	3.3	8.3	19.7	20.8	19.1	16.1	17.8	18.3	17.7	10.0	9.6	11.4	9.0	9.9	9.0	6.0
Jun-17	0.0	0.5	1.4	2.0	10.4	16.6	21.8	21.0	21.7	15.0	12.6	12.0	11.1	12.5	10.6	10.0	8.1	5.5	4.3
Sep-17	0.0	0.2	0.9	2.6	7.3	18.9	15.0	23.4	18.1	18.2	16.1	14.0	12.3	13.8	7.1	9.8	12.1	3.9	6.3
Dec-17	0.1	0.3	0.8	2.0	8.1	16.4	22.3	19.5	15.0	13.8	17.2	14.0	10.2	10.1	15.6	2.3	6.9	7.4	9.4
Mar-18	0.0	0.5	0.9	3.0	5.2	16.0	18.0	21.3	12.9	16.8	12.6	13.3	13.0	14.2	15.9	9.1	12.6	11.7	5.4
Jun-18	0.0	0.3	1.3	2.0	7.5	16.7	15.3	15.1	16.3	16.5	20.0	22.1	14.4	15.6	10.5	13.3	13.1	12.2	9.4
Sep-18	0.0	0.6	1.0	2.8	10.0	12.6	12.7	21.6	12.9	14.3	19.7	17.7	16.8	16.5	11.1	15.6	11.7	8.6	3.2
Dec-18	0.0	0.2	0.8	2.6	5.7	10.5	16.9	11.0	20.0	15.5	16.0	16.2	9.2	15.5	13.3	14.3	10.2	8.1	9.4
Mar-19	0.1	0.4	1.3	1.6	3.6	13.3	14.8	14.4	13.3	17.9	11.4	12.8	17.6	17.1	10.2	12.4	11.0	9.9	10.0
Jun-19	0.0	0.6	1.0	1.7	6.2	10.2	16.2	15.1	17.2	17.6	14.5	16.8	15.4	10.8	11.1	15.1	11.7	9.2	9.2
Sep-19	0.1	0.4	0.8	2.2	5.0	17.0	14.1	16.0	17.2	18.8	17.3	18.9	13.5	14.5	9.6	14.5	10.9	12.4	9.9
Dec-19	0.1	0.3	0.9	2.2	8.8	10.8	17.7	14.7	13.6	15.6	17.5	12.4	17.1	14.1	13.9	8.2	13.3	6.2	8.7
Mar-20	0.0	0.2	0.7	1.4	3.7	9.8	14.8	10.7	16.2	13.4	14.4	17.4	12.3	14.9	11.3	9.3	10.6	6.2	6.3
Jun-20	0.0	0.2	0.9	1.0	3.9	7.5	9.8	16.2	18.3	10.1	12.0	11.4	15.5	10.8	7.2	6.4	5.4	4.9	2.9
Sep-20	0.0	0.4	0.9	1.5	4.4	9.4	20.7	21.0	14.1	18.5	13.1	17.6	14.1	12.8	9.4	7.3	12.7	13.4	
Dec-20	0.1	0.2	0.8	1.4	6.2	11.5	25.5	14.3	24.0	13.7	15.6	21.9	17.0	6.7	10.4	9.8	6.9		
Mar-21	0.1	0.2	0.8	1.5	4.0	19.4	14.8	18.4	16.3	19.3	15.3	21.2	9.4	19.6	9.6	9.7			
Jun-21	0.1	0.4	0.7	1.6	9.9	12.5	21.6	16.3	18.2	21.5	14.7	10.1	18.3	18.4	14.1				
Sep-21	0.1	0.3	1.0	2.9	4.2	14.3	18.3	17.1	13.4	17.9	13.8	15.5	19.2	16.2					
Dec-21	0.1	0.5	0.7	1.7	7.8	12.8	20.5	16.2	15.9	12.3	11.4	13.8	13.2						
Mar-22	0.1	0.5	0.7	2.0	5.1	15.4	13.9	19.1	13.7	20.0	15.8	15.2							
Jun-22	0.1	0.5	0.9	1.7	7.7	13.7	21.9	15.2	17.1	15.5	16.7								
Sep-22	0.2	0.8	0.8	2.5	7.5	15.7	16.0	19.1	15.1	14.5									
Dec-22	0.2	0.6	1.2	2.1	8.4	11.3	21.1	15.2	16.7										
Mar-23	0.1	0.4	1.0	2.7	5.0	15.4	13.3	17.5											
Jun-23	0.2	1.0	1.7	2.5	7.6	13.9	16.7												
Sep-23	0.3	1.1	2.4	3.2	10.1	21.7													
Dec-23	0.3	0.9	1.8	3.0	9.4														
Mar-24	0.4	1.2	1.1	3.1															
Jun-24	0.4	1.5	1.7																
Sep-24	0.5	1.9																	
Dec-24	0.8																		

Accident	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36 Later
Dec-15	4.8	11.4	8.1	4.6	5.8	3.4	0.6	1.3	2.1	4.6	0.1	1.1	0.5	0.6	0.5	2.5	1.3	0.8
Mar-16	2.8	3.6	6.2	0.1	0.9	2.1	0.8	1.2	2.1	0.6	1.0	1.0	0.1	0.4	0.5	0.3	0.0	
Jun-16	6.7	4.6	4.0	1.9	3.0	2.0	3.0	4.7	2.5	14.9	1.0	0.4	0.2	0.5	0.0	0.1		
Sep-16	7.2	5.9	2.3	3.8	5.2	0.4	5.6	0.9	1.4	2.0	1.6	0.0	0.9	0.8	1.2			
Dec-16	4.4	7.6	6.3	9.5	4.3	5.1	1.0	3.1	1.5	3.9	2.0	2.1	4.2	1.4				
Mar-17	3.1	8.8	3.5	5.8	4.6	1.6	3.8	3.6	2.8	0.4	2.9	1.4	1.5					
Jun-17	6.1	7.6	3.3	5.4	6.0	6.7	2.9	0.7	0.1	0.7	1.4	4.0						
Sep-17	6.6	2.5	6.2	2.8	4.4	3.2	1.6	0.8	4.6	2.6	1.3							
Dec-17	4.9	8.9	5.2	3.6	3.3	1.1	1.7	2.7	2.6	0.8								
Mar-18	5.9	2.5	8.5	10.0	3.3	3.5	3.7	1.0	6.3									
Jun-18	8.5	5.5	9.5	11.8	2.2	7.1	3.5	2.9										
Sep-18	7.4	5.8	6.3	2.8	5.3	3.0	1.9											
Dec-18	9.0	9.1	6.3	7.3	2.9	1.2												
Mar-19	6.5	7.6	14.6	2.8	3.8													
Jun-19	9.4	8.6	9.2	4.9														
Sep-19	11.4	3.4	6.8															
Dec-19	12.0	6.3																
Mar-20	7.9																	

Notes: Sourced from the PIR system as at 31 December 2024 (as supplied by MAIC)

Appendix A. 3 MAIC's pricing assumptions used to set floor and ceiling premiums

	Scheme average premium ($, excluding GST, levies)		Claims handling expenses	Acquisition Costs ($)	Reinsurance Cost ($)	ANTS Impact	Profit margin	H & E	MAIC admin	QLD transport	Insurer average
Underwriting	Floor	Ceiling						levy ($)	levy ($)	levy ($)	filed premium ($)
Dec-15	247.78	285.21	10.45	7.99	4.34	-9.1%	7.8%	19.43	1.50	7.50	284.83
Mar-16	244.46	284.73	11.12	7.99	4.33	-9.1%	7.8%	19.42	1.50	7.50	284.34
Jun-16	251.28	291.55	11.67	7.99	4.33	-9.1%	7.8%	19.42	1.50	7.50	291.17
Sep-16	244.01	284.23	11.76	7.99	4.33	-9.1%	7.8%	19.41	1.50	7.50	284.23
Dec-16	228.03	252.37	10.86	7.99	1.71	-9.1%	7.8%	19.41	1.50	7.50	252.37
Mar-17	227.47	251.77	10.64	7.99	1.71	-9.1%	7.8%	19.41	1.50	7.50	250.88
Jun-17	213.26	236.64	10.90	7.99	1.71	-9.1%	7.8%	19.41	1.50	7.50	236.64
Sep-17	203.91	222.14	11.11	7.99	1.71	-9.1%	7.8%	17.82	1.50	7.50	222.14
Dec-17	204.69	222.97	11.18	7.99	1.71	-9.1%	7.8%	17.92	1.50	7.50	222.97
Mar-18	207.62	225.89	12.18	7.99	1.71	-9.1%	7.8%	17.93	1.50	7.50	225.89
Jun-18	207.28	225.53	12.10	7.99	1.71	-9.1%	7.8%	17.86	1.50	7.50	225.53
Sep-18	200.41	218.67	11.89	7.99	1.71	-9.1%	7.8%	17.85	1.50	7.50	218.67
Dec-18	195.95	213.27	12.13	7.99	1.71	-9.1%	7.8%	17.89	1.50	7.50	213.27
Mar-19	191.03	208.33	12.18	7.99	1.71	-9.1%	7.8%	17.89	1.50	7.50	208.33
Jun-19	190.83	208.10	11.66	7.99	1.71	-9.1%	7.8%	17.88	1.50	7.50	208.10
Sep-19	200.29	218.71	11.04	9.98	1.73	-9.1%	7.8%	18.12	1.50	8.40	218.71
Dec-19	207.79	226.20	11.04	9.98	1.72	-9.1%	7.8%	18.10	1.50	8.40	226.20
Mar-20	206.29	225.58	11.35	9.98	1.72	-9.1%	7.8%	18.07	1.50	8.40	225.58
Jun-20	200.85	218.28	12.20	9.97	1.72	-9.1%	7.8%	18.06	1.50	8.40	218.28
Sep-20	204.73	221.46	12.85	9.98	1.74	-9.1%	7.8%	17.92	1.50	8.45	221.46
Dec-20	198.99	221.52	12.71	9.98	1.74	-9.1%	7.8%	17.92	1.50	8.45	221.52
Mar-21	198.67	221.21	12.52	9.98	1.74	-9.1%	7.8%	17.92	1.50	8.45	221.21
Jun-21	191.77	213.37	12.37	9.98	1.74	-9.1%	7.8%	17.93	1.50	8.45	213.37
Sep-21	189.40	207.10	11.99	9.98	-	-9.1%	7.8%	18.18	1.50	8.60	207.10
Dec-21	193.71	209.35	11.80	9.98	-	-9.1%	7.8%	18.19	1.50	8.60	209.35
Mar-22	195.22	210.85	11.29	9.98	-	-9.1%	7.8%	18.19	1.50	8.60	210.81
Jun-22	194.47	211.03	11.49	9.98	-	-9.1%	7.8%	18.20	1.50	8.60	210.99
Sep-22	199.83	215.48	12.61	7.98	-	-9.1%	7.8%	12.10	2.00	8.00	215.46
Dec-22	198.73	215.30	12.65	7.98	-	-9.1%	7.8%	12.10	2.00	8.00	215.28
Mar-23	200.92	217.52	12.49	7.98	-	-9.1%	7.8%	12.10	2.00	8.00	217.50
Jun-23	202.05	217.70	12.44	7.99	-	-9.1%	7.8%	12.10	2.00	8.00	217.68
Sep-23	200.00	216.55	12.92	7.99	-	-9.1%	7.8%	13.66	2.00	8.60	216.53
Dec-23	200.19	216.76	13.30	7.99	-	-9.1%	7.8%	13.67	2.00	8.60	216.74
Mar-24	198.49	217.15	13.58	7.99	-	-9.1%	7.8%	13.67	2.00	8.60	217.13
Jun-24	198.58	217.02	13.93	7.99	-	-9.1%	7.8%	13.68	2.00	8.60	217.01
Sep-24	199.67	217.20	13.83	7.99	-	-9.1%	7.8%	8.99	2.00	8.60	217.18
Dec-24	197.96	217.58	13.89	7.99	-	-9.1%	7.8%	9.00	2.00	8.60	217.56

Notes: Supplied by MAIC
Insurer average filed gross premium excludes levies but includes ANTS impact

Appendix B Claimant benefit proportion

B.1 Estimate of average all class hindsight premium

B.2 Cumulative ratio of claimant benefits to all claim payments

B.3 Historical development factors

Appendix B

Appendix B. 1 Hindsight estimation of average all class premium

Underwriting	Claim frequency	Claim size ($)	Hindsight premium ($) 0% p.a. SI scenario
Dec-15	0.195%	97,574	190
Mar-16	0.203%	99,340	202
Jun-16	0.207%	102,324	212
Sep-16	0.210%	101,753	214
Dec-16	0.206%	91,621	189
Mar-17	0.202%	91,913	185
Jun-17	0.203%	93,450	190
Sep-17	0.203%	95,230	194
Dec-17	0.201%	97,120	195
Mar-18	0.199%	97,766	195
Jun-18	0.196%	99,012	194
Sep-18	0.192%	99,218	190
Dec-18	0.189%	102,845	194
Mar-19	0.183%	106,414	195
Jun-19	0.171%	109,094	187
Sep-19	0.160%	110,106	177
Dec-19	0.158%	111,977	177
Mar-20	0.160%	113,459	182
Jun-20	0.169%	115,224	195
Sep-20	0.175%	117,693	206
Dec-20	0.173%	117,819	203
Mar-21	0.168%	119,400	200
Jun-21	0.162%	122,177	198
Sep-21	0.161%	119,443	192
Dec-21	0.160%	118,017	189
Mar-22	0.160%	113,118	181
Jun-22	0.161%	114,343	184
Sep-22	0.161%	115,941	187
Dec-22	0.161%	116,405	187
Mar-23	0.160%	115,293	185
Jun-23	0.161%	114,375	184
Sep-23	0.162%	113,902	185
Dec-23	0.164%	115,895	190
Mar-24	0.166%	116,828	194
Jun-24	0.166%	119,964	199
Sep-24	0.166%	119,369	198
Dec-24	0.165%	120,235	198

Notes: Sourced from the Retrospective Profit Advice

Appendix B. 2 Cumulative ratio of claimant benefits to all claim payments

Accident	Development 0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Dec-15	0.991	0.987	0.983	0.966	0.965	0.946	0.950	0.942	0.942	0.941	0.941	0.941	0.941	0.940	0.940	0.939	0.938	0.938	0.940
Mar-16	0.996	0.990	0.986	0.982	0.979	0.967	0.957	0.952	0.949	0.948	0.945	0.948	0.952	0.949	0.945	0.944	0.942	0.940	0.940
Jun-16	0.996	0.992	0.987	0.982	0.971	0.958	0.953	0.951	0.951	0.949	0.946	0.946	0.944	0.944	0.944	0.944	0.943	0.942	0.942
Sep-16	1.000	0.993	0.978	0.974	0.956	0.952	0.936	0.939	0.941	0.942	0.940	0.937	0.936	0.936	0.934	0.933	0.932	0.931	0.931
Dec-16	0.994	0.975	0.964	0.959	0.963	0.962	0.963	0.960	0.953	0.951	0.949	0.947	0.945	0.945	0.943	0.939	0.938	0.939	0.937
Mar-17	0.995	0.967	0.984	0.967	0.961	0.960	0.960	0.956	0.954	0.954	0.950	0.949	0.948	0.946	0.943	0.933	0.932	0.930	0.930
Jun-17	0.990	0.964	0.980	0.979	0.967	0.962	0.959	0.957	0.955	0.953	0.947	0.945	0.944	0.943	0.943	0.942	0.942	0.941	0.939
Sep-17	0.976	0.984	0.982	0.978	0.969	0.970	0.963	0.961	0.959	0.956	0.954	0.954	0.952	0.948	0.946	0.946	0.945	0.943	0.943
Dec-17	0.988	0.993	0.986	0.979	0.976	0.972	0.970	0.966	0.963	0.960	0.956	0.954	0.951	0.949	0.948	0.946	0.943	0.941	0.940
Mar-18	0.978	0.989	0.988	0.981	0.980	0.964	0.962	0.961	0.958	0.955	0.952	0.949	0.946	0.947	0.947	0.940	0.940	0.935	0.934
Jun-18	0.987	0.985	0.980	0.976	0.976	0.968	0.963	0.960	0.955	0.951	0.949	0.946	0.945	0.943	0.942	0.941	0.940	0.940	0.939
Sep-18	0.996	0.988	0.966	0.975	0.974	0.967	0.963	0.944	0.942	0.941	0.936	0.936	0.935	0.935	0.934	0.935	0.934	0.933	0.933
Dec-18	0.969	0.989	0.989	0.978	0.970	0.963	0.959	0.953	0.952	0.947	0.944	0.941	0.939	0.938	0.936	0.932	0.932	0.932	0.931
Mar-19	0.974	0.987	0.961	0.957	0.956	0.959	0.956	0.954	0.951	0.949	0.936	0.935	0.934	0.934	0.932	0.930	0.930	0.930	0.930
Jun-19	0.996	0.988	0.984	0.985	0.971	0.962	0.960	0.955	0.950	0.947	0.946	0.941	0.939	0.936	0.933	0.933	0.932	0.931	0.925
Sep-19	0.998	0.994	0.994	0.983	0.970	0.964	0.960	0.955	0.950	0.948	0.945	0.939	0.937	0.936	0.935	0.934	0.934	0.932	0.931
Dec-19	0.976	0.980	0.984	0.971	0.971	0.962	0.957	0.955	0.951	0.945	0.942	0.939	0.937	0.937	0.937	0.935	0.935	0.934	0.933
Mar-20	1.000	0.998	0.975	0.957	0.960	0.958	0.955	0.951	0.945	0.940	0.939	0.937	0.937	0.935	0.934	0.927	0.926	0.926	0.925
Jun-20	0.987	0.997	0.975	0.963	0.969	0.963	0.952	0.948	0.946	0.945	0.942	0.919	0.919	0.921	0.920	0.919	0.919	0.919	0.918
Sep-20	0.995	0.995	0.972	0.977	0.968	0.950	0.951	0.952	0.949	0.946	0.943	0.940	0.937	0.936	0.934	0.934	0.933	0.934	
Dec-20	1.000	0.998	0.988	0.976	0.969	0.957	0.955	0.950	0.947	0.944	0.942	0.940	0.939	0.938	0.937	0.937	0.936		
Mar-21	1.000	0.991	0.992	0.977	0.952	0.956	0.948	0.945	0.943	0.941	0.939	0.938	0.934	0.934	0.934	0.933			
Jun-21	1.000	0.990	0.980	0.975	0.964	0.954	0.951	0.950	0.947	0.943	0.941	0.941	0.938	0.937	0.931				
Sep-21	0.997	0.994	0.989	0.982	0.966	0.957	0.953	0.950	0.947	0.943	0.938	0.935	0.936	0.936					
Dec-21	1.000	0.996	0.985	0.977	0.966	0.957	0.955	0.951	0.948	0.943	0.941	0.939	0.938						
Mar-22	1.000	0.998	0.986	0.983	0.962	0.959	0.955	0.953	0.949	0.949	0.947	0.946							
Jun-22	0.984	0.968	0.976	0.967	0.961	0.957	0.956	0.952	0.950	0.948	0.945								
Sep-22	0.999	0.993	0.981	0.973	0.957	0.956	0.955	0.952	0.948	0.945									
Dec-22	0.999	0.975	0.979	0.978	0.969	0.959	0.954	0.947	0.945										
Mar-23	0.997	0.990	0.986	0.980	0.969	0.959	0.954	0.948											
Jun-23	0.996	0.988	0.985	0.981	0.964	0.956	0.952												
Sep-23	0.989	0.981	0.989	0.983	0.960	0.957													
Dec-23	0.993	0.988	0.987	0.981	0.952														
Mar-24	0.997	0.992	0.983	0.968															
Jun-24	0.997	0.985	0.984																
Sep-24	0.995	0.992																	
Dec-24	0.997																		

Accident	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Later
Dec-15	0.941	0.941	0.942	0.942	0.941	0.941	0.940	0.939	0.939	0.938	0.938	0.938	0.937	0.938	0.937	0.938	0.938	0.937	
Mar-16	0.939	0.938	0.938	0.938	0.937	0.936	0.936	0.936	0.936	0.936	0.935	0.935	0.935	0.935	0.934	0.934	0.934		
Jun-16	0.941	0.942	0.941	0.941	0.941	0.940	0.940	0.939	0.939	0.942	0.942	0.942	0.942	0.942	0.942	0.942			
Sep-16	0.932	0.931	0.930	0.930	0.930	0.930	0.931	0.928	0.928	0.927	0.927	0.927	0.927	0.927	0.926				
Dec-16	0.937	0.934	0.934	0.935	0.935	0.930	0.930	0.930	0.929	0.929	0.928	0.928	0.928	0.926					
Mar-17	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.928	0.928	0.928	0.927	0.927						
Jun-17	0.938	0.937	0.937	0.937	0.937	0.936	0.935	0.934	0.934	0.933	0.933	0.932							
Sep-17	0.942	0.941	0.938	0.937	0.936	0.935	0.935	0.935	0.934	0.933	0.932								
Dec-17	0.939	0.939	0.936	0.936	0.935	0.935	0.935	0.935	0.934	0.934									
Mar-18	0.933	0.933	0.933	0.934	0.934	0.932	0.931	0.931	0.931										
Jun-18	0.939	0.936	0.929	0.928	0.928	0.927	0.927	0.927											
Sep-18	0.932	0.932	0.931	0.931	0.930	0.930	0.930												
Dec-18	0.929	0.930	0.929	0.928	0.928	0.928													
Mar-19	0.930	0.927	0.927	0.927	0.927														
Jun-19	0.926	0.925	0.925	0.923															
Sep-19	0.931	0.930	0.930																
Dec-19	0.932	0.932																	
Mar-20	0.925																		

Notes: Derived from Appendix A.1 and A.2

Appendix B. 3 Historical development factors

Accident	Development 0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Dec-15		0.996	0.996	0.983	0.999	0.980	1.004	0.992	1.000	0.998	1.001	1.000	0.999	0.999	1.000	0.999	0.999	1.000	1.002
Mar-16		0.994	0.996	0.996	0.996	0.989	0.989	0.995	0.998	0.998	0.998	1.002	1.004	0.997	0.995	0.999	0.998	0.998	1.000
Jun-16		0.996	0.995	0.995	0.988	0.987	0.994	0.998	1.000	0.998	0.997	0.999	0.999	0.999	1.000	1.000	0.999	1.000	0.999
Sep-16		0.993	0.984	0.996	0.982	0.996	0.983	1.003	1.003	1.001	0.998	0.996	0.999	1.000	0.998	0.999	0.999	0.998	1.000
Dec-16		0.981	0.989	0.994	1.005	0.998	1.001	0.997	0.993	0.997	0.998	0.998	0.998	1.000	0.998	0.996	0.999	1.001	0.998
Mar-17		0.972	1.018	0.983	0.993	0.999	1.000	0.996	0.997	1.000	0.997	0.999	0.999	0.998	0.996	0.990	0.999	0.998	0.999
Jun-17		0.974	1.016	0.999	0.987	0.995	0.996	0.999	0.997	0.999	0.993	0.998	0.999	0.998	1.000	0.999	1.000	0.999	0.998
Sep-17		1.008	0.999	0.996	0.991	1.001	0.993	0.998	0.998	0.997	0.998	0.999	0.998	0.996	0.998	1.000	0.999	0.999	0.999
Dec-17		1.006	0.993	0.992	0.997	0.996	0.998	0.997	0.996	0.997	0.996	0.998	0.997	0.998	0.999	0.998	0.997	0.997	1.000
Mar-18		1.012	0.999	0.993	0.998	0.983	0.999	0.999	0.996	0.997	0.997	0.997	0.997	1.001	1.000	0.993	1.000	0.995	0.999
Jun-18		0.999	0.994	0.996	0.999	0.992	0.995	0.997	0.994	0.996	0.998	0.997	0.998	0.998	0.999	0.999	0.999	1.000	0.999
Sep-18		0.992	0.978	1.009	0.999	0.993	0.996	0.980	0.998	0.999	0.995	1.000	0.998	1.001	0.999	1.001	0.999	1.000	0.999
Dec-18		1.020	1.000	0.989	0.991	0.993	0.996	0.994	0.998	0.995	0.997	0.997	0.998	0.998	0.998	0.996	1.000	1.000	0.999
Mar-19		1.013	0.974	0.996	0.999	1.003	0.997	0.998	0.997	0.998	0.986	0.999	0.999	0.999	0.998	0.998	1.000	1.000	1.001
Jun-19		0.992	0.995	1.001	0.986	0.991	0.997	0.995	0.994	0.997	0.998	0.995	0.998	0.996	0.997	1.000	0.998	0.999	0.994
Sep-19		0.996	1.000	0.990	0.986	0.994	0.995	0.995	0.995	0.998	0.996	0.994	0.997	0.999	0.999	0.999	0.999	0.998	0.999
Dec-19		1.005	1.003	0.987	0.999	0.992	0.995	0.997	0.996	0.994	0.996	0.997	0.998	1.000	1.000	0.998	1.000	0.999	0.999
Mar-20		0.998	0.977	0.982	1.003	0.998	0.997	0.996	0.994	0.994	0.999	0.998	1.000	0.998	0.999	0.993	0.999	1.000	0.999
Jun-20		1.010	0.978	0.987	1.006	0.995	0.989	0.995	0.998	0.999	0.998	0.976	1.000	1.002	0.999	0.999	1.000	1.000	0.999
Sep-20		1.000	0.978	1.005	0.991	0.982	1.001	1.000	0.997	0.997	0.997	0.996	0.997	0.999	0.998	0.999	1.000	1.000	
Dec-20		0.998	0.989	0.988	0.993	0.987	0.998	0.995	0.997	0.997	0.998	0.997	1.000	0.999	0.999	1.000	0.999		
Mar-21		0.991	1.002	0.984	0.975	1.004	0.992	0.997	0.997	0.998	0.998	0.999	0.996	1.000	1.000	0.999			
Jun-21		0.990	0.990	0.995	0.989	0.989	0.997	1.000	0.996	0.996	0.999	1.000	0.997	0.999	0.993				
Sep-21		0.997	0.995	0.993	0.984	0.991	0.996	0.997	0.997	0.995	0.995	0.997	1.001	1.000					
Dec-21		0.996	0.988	0.992	0.989	0.991	0.998	0.996	0.996	0.995	0.999	0.998	0.998						
Mar-22		0.998	0.988	0.996	0.979	0.997	0.996	0.998	0.996	1.000	0.997	0.999							
Jun-22		0.984	1.008	0.990	0.995	0.996	0.999	0.996	0.998	0.998	0.997								
Sep-22		0.994	0.988	0.992	0.984	0.998	1.000	0.997	0.995	0.997									
Dec-22		0.976	1.004	0.998	0.991	0.990	0.995	0.993	0.998										
Mar-23		0.993	0.996	0.994	0.988	0.990	0.995	0.994											
Jun-23		0.993	0.997	0.996	0.982	0.992	0.996												
Sep-23		0.992	1.008	0.994	0.977	0.996													
Dec-23		0.994	0.999	0.994	0.970														
Mar-24		0.994	0.992	0.985															
Jun-24		0.987	0.999																
Sep-24		0.998																	
Dec-24																			
Selected		0.994	0.994	0.994	0.985	0.993	0.996	0.997	0.997	0.997	0.997	0.998	0.998	0.998	0.998	0.999	0.999	0.999	0.999

Accident	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Later
Dec-15	1.001	1.001	1.000	1.000	0.999	1.000	0.999	0.999	0.999	1.000	1.000	0.999	1.000	1.000	1.000	1.000	1.000	1.000	
Mar-16	0.999	0.998	1.000	1.000	1.000	0.999	1.000	1.000	1.000	1.000	0.999	1.000	1.000	1.000	1.000	1.000	1.000		
Jun-16	1.000	1.000	1.000	0.999	1.000	1.000	1.000	0.999	1.000	1.003	1.000	1.000	1.000	1.000	1.000	1.000			
Sep-16	1.001	0.999	0.998	1.000	1.000	1.000	1.000	0.998	1.000	0.999	0.999	1.000	1.000	1.000	1.000				
Dec-16	1.000	0.997	1.000	1.001	1.000	0.995	1.000	1.000	0.999	1.000	0.999	1.000	1.000	0.998					
Mar-17	1.000	1.000	0.999	1.000	1.000	1.000	1.000	1.000	0.999	1.000	1.000	1.000	1.000						
Jun-17	0.999	0.999	1.000	1.000	1.000	0.999	0.999	0.998	1.000	1.000	1.000	0.998							
Sep-17	0.999	0.999	0.997	0.999	0.999	0.999	1.000	1.000	0.998	1.000	0.999								
Dec-17	0.999	1.000	0.997	1.000	0.999	1.000	1.000	1.000	0.999	1.000									
Mar-18	0.999	1.000	1.000	1.001	1.000	0.999	0.999	1.000	1.001										
Jun-18	1.000	0.997	0.992	0.998	1.000	1.000	1.000	1.000											
Sep-18	0.999	1.000	1.000	0.999	0.999	1.000	1.000												
Dec-18	0.998	1.000	0.999	0.999	1.000	1.000													
Mar-19	1.000	0.997	1.000	1.000	1.000														
Jun-19	1.000	1.000	1.000	0.997															
Sep-19	1.000	1.000	0.999																
Dec-19	1.000	0.999																	
Mar-20	1.000																		
Selected	0.999	0.999	0.999	0.999	0.999	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Notes: Derived from Appendix B.2

Appendix C Scheme delivery

C.1 Scheme delivery calculation (0% p.a. superimposed inflation)

Appendix C

Appendix C. 1 Estimate of Scheme Delivery based on data to 31 December 2024 (0% p.a. superimposed inflation scenario)

	Hindsight	Estimate of the proportion	Amount of hindsight premium	Levies attributed to	Insurer average collected premium ($)					Scheme
Underwriting	premium ($)	of claimant benefits	attributed to claimant benefits ($)	claimant benefits ($)	Risk premium	Levies	Acquisition & reinsurance	CHE	Profit	delivery
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
Dec-15	190.07	0.93	177.44	19.43	261.22	28.43	13.56	15.80	24.41	57.3%
Mar-16	202.10	0.93	188.19	19.42	260.99	28.42	13.55	15.79	24.39	60.5%
Jun-16	212.13	0.93	197.04	19.42	267.52	28.42	13.55	16.19	24.97	61.7%
Sep-16	213.76	0.93	198.40	19.41	260.92	28.41	13.55	15.79	24.38	63.5%
Dec-16	189.19	0.93	175.87	19.41	231.31	28.41	10.67	14.60	21.56	63.7%
Mar-17	185.43	0.93	172.60	19.41	229.82	28.41	10.67	14.51	21.42	63.0%
Jun-17	189.94	0.93	176.73	19.41	216.30	28.41	10.67	13.66	20.22	67.8%
Sep-17	193.51	0.93	179.82	17.82	202.16	26.82	10.66	12.76	18.95	72.8%
Dec-17	194.80	0.93	180.74	17.92	202.94	26.92	10.67	12.81	19.02	72.9%
Mar-18	194.87	0.93	180.49	17.93	204.65	26.93	10.67	14.07	19.27	72.0%
Jun-18	193.60	0.92	179.03	17.86	204.29	26.86	10.67	14.04	19.24	71.6%
Sep-18	190.19	0.92	175.68	17.85	197.80	26.85	10.67	13.60	18.66	72.3%
Dec-18	194.05	0.92	179.23	17.89	192.67	26.89	10.67	13.25	18.19	75.3%
Mar-19	194.86	0.92	179.91	17.89	187.98	26.89	10.67	12.92	17.77	77.2%
Jun-19	186.59	0.92	172.00	17.88	187.76	26.88	10.66	12.91	17.75	74.2%
Sep-19	176.68	0.92	162.77	18.12	195.75	28.02	12.88	13.46	18.66	67.3%
Dec-19	176.62	0.92	162.78	18.10	202.87	28.00	12.87	13.95	19.30	65.3%
Mar-20	181.56	0.92	167.48	18.07	202.28	27.97	12.87	13.91	19.24	67.2%
Jun-20	195.17	0.92	180.36	18.06	195.36	27.96	12.87	13.43	18.62	74.0%
Sep-20	205.57	0.92	190.13	17.92	198.21	27.87	12.89	13.63	18.88	76.6%
Dec-20	203.37	0.92	187.92	17.92	198.73	27.87	12.89	13.66	18.93	75.7%
Mar-21	200.37	0.92	185.19	17.92	198.43	27.87	12.89	13.64	18.90	74.7%
Jun-21	197.87	0.93	183.16	17.93	190.98	27.88	12.89	13.13	18.23	76.4%
Sep-21	191.88	0.93	177.75	18.18	186.60	28.28	10.98	12.83	17.68	76.4%
Dec-21	188.76	0.93	174.80	18.19	188.50	28.29	10.98	12.96	17.85	74.6%
Mar-22	180.61	0.92	167.02	18.19	189.88	28.29	10.98	13.05	17.97	71.2%
Jun-22	183.84	0.92	169.73	18.20	190.12	28.30	10.98	13.07	17.99	72.2%
Sep-22	186.86	0.92	172.41	12.10	195.35	22.10	8.78	14.50	18.37	71.2%
Dec-22	187.47	0.92	172.75	12.10	195.18	22.10	8.78	14.49	18.35	71.4%
Mar-23	185.00	0.92	170.28	12.10	197.27	22.10	8.78	14.65	18.54	69.8%
Jun-23	184.31	0.92	169.67	12.10	197.44	22.10	8.78	14.66	18.56	69.5%
Sep-23	184.64	0.92	169.96	13.66	195.85	24.26	8.79	15.08	18.46	70.0%
Dec-23	190.05	0.92	175.17	13.67	196.05	24.27	8.79	15.10	18.48	71.9%
Mar-24	194.05	0.92	179.11	13.67	196.66	24.27	8.79	15.14	18.53	73.2%
Jun-24	199.04	0.92	183.72	13.68	196.45	24.28	8.79	15.13	18.51	75.0%
Sep-24	197.61	0.92	182.41	8.99	196.54	19.59	8.79	15.13	18.52	74.0%
Dec-24	198.37	0.92	183.12	9.00	197.14	19.60	8.79	15.18	18.58	74.1%

Notes: (a) Sourced from Appendix B.1
(b) Based on the selected development factors shown in Appendix B.3, adjusted to the underwriting quarter basis
(c) (a) * (b)
(d) Sourced from Appendix A.3
(e) Sourced from Appendix A.3
(f) Sourced from Appendix A.3
(g) Sourced from Appendix A.3
(h) Sourced from Appendix A.3
(i) Sourced from Appendix A.3
(j) [(c) + (d)] / [(e) + (f) + (g) + (h) + (i)]

Appendix D Scheme affordability

D.1 Scheme affordability calculation

Appendix D

Appendix D. 1 Scheme affordability

Underwriting quarter	Highest filed premium incl. NIISQ levy ($)	Highest filed premium excl. NIISQ levy ($)	Affordability index
Dec-15	329.60	329.60	648.41
Mar-16	329.60	329.60	651.02
Jun-16	336.60	336.60	651.02
Sep-16	329.60	329.60	657.14
Dec-16	368.60	299.60	657.14
Mar-17	368.60	299.60	666.95
Jun-17	352.60	283.60	666.95
Sep-17	352.00	267.00	673.25
Dec-17	352.00	267.00	673.25
Mar-18	355.00	270.00	687.51
Jun-18	355.00	270.00	687.51
Sep-18	350.20	262.00	693.86
Dec-18	344.20	256.00	693.86
Mar-19	339.20	251.00	708.30
Jun-19	339.20	251.00	708.30
Sep-19	351.20	260.70	709.74
Dec-19	359.20	268.70	709.74
Mar-20	359.20	268.70	724.19
Jun-20	351.20	260.70	724.19
Sep-20	351.60	261.10	740.43
Dec-20	351.60	261.10	740.43
Mar-21	351.60	261.10	726.93
Jun-21	343.60	253.10	726.93
Sep-21	351.80	248.50	741.02
Dec-21	353.80	250.50	741.02
Mar-22	355.80	252.50	752.13
Jun-22	355.80	252.50	752.13
Sep-22	364.00	247.40	767.30
Dec-22	364.00	247.40	767.30
Mar-23	366.00	249.40	792.32
Jun-23	366.00	249.40	792.32
Sep-23	369.60	250.60	805.95
Dec-23	369.60	250.60	805.95
Mar-24	369.60	250.60	830.12
Jun-24	369.60	250.60	830.12
Sep-24	369.60	245.80	855.45
Dec-24	369.60	245.80	855.45

Notes: As prescribed and provided by MAIC

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