

**State:** Idaho **Filing Company:** American Modern Property and Casualty Insurance Company  
**TOI/Sub-TOI:** 09.0 Inland Marine/09.0010 Boatowners/Personal Watercraft  
**Product Name:** Boat Program  
**Project Name/Number:** Rate & Rule Revisions/BT-ID-2025SEP16-01

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### Filing at a Glance

Company: American Modern Property and Casualty Insurance Company  
Product Name: Boat Program  
State: Idaho  
TOI: 09.0 Inland Marine  
Sub-TOI: 09.0010 Boatowners/Personal Watercraft  
Filing Type: Rate/Rule  
Date Submitted: 02/17/2026  
SERFF Tr Num: AMMH-134831579  
SERFF Status: Submitted to State  
State Tr Num:  
State Status:  
Co Tr Num: BT-ID-2025SEP16-01  
Effective Date: 09/15/2026  
Requested (New):  
Effective Date: 10/09/2026  
Requested (Renewal):  
Author(s): Brandy Hacker  
Reviewer(s):  
Disposition Date:  
Disposition Status:  
Effective Date (New):  
Effective Date (Renewal):

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### General Information

Project Name: Rate & Rule Revisions Status of Filing in Domicile: Not Filed  
Project Number: BT-ID-2025SEP16-01 Domicile Status Comments: ID specific  
Reference Organization: Reference Number:  
Reference Title: Advisory Org. Circular:  
Filing Status Changed: 02/17/2026  
State Status Changed: Deemer Date:  
Created By: Brandy Hacker Submitted By: Brandy Hacker  
Corresponding Filing Tracking Number: AMMH-134831574  
Filing Description:

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Boat Program – Idaho  
 American Modern Property and Casualty Insurance Company  
 Rule and Rate Revisions

American Modern Property and Casualty Insurance Company submits for your review and approval rule and rate revisions to our Boat Program. The side by side comparisons are attached under the Supporting Documentation tab. Our previously approved filing is SERFF Tracking AMMH-133350942. Please review our Notification of Revision to Prior Inland Marine Yacht Filing document.

The rule revisions are as follows and have been highlighted on the manual pages:

- G01 – Revised bullet 1 to remove “subject to applicable minimum premiums.” Revised bullet 2 to read calculated on a short rate basis.
- G02 – Verbiage not changing, just changing our version number to read 1.00.
- G03 – Verbiage not changing, just changing our version number to read 1.00.
- G04 – Verbiage not changing, just changing our version number to read 1.00.
- G05 – Revised bullet 2 to remove the verbiage “for all watercrafts as well as Protection and Indemnity for Yacht.” Removed bullet 4 which defined Yacht.
- G06 – Verbiage not changing, just changing our version number to read 1.00.
- G07 – Revised bullet 4 to remove Protection and Indemnity (Yacht).
- G08 – Verbiage not changing, just changing our version number to read 1.00.
- G09 – Verbiage not changing, just changing our version number to read 1.00.
- G11 – Revised the entire rule.
- G12 – Verbiage not changing, just added an extra row after bullets c and d.
- C02 – Removed bullet 2 and renumbered the remaining bullets. Revised bullet 2 to remove Protection and Indemnity for Yacht. Added bullet 3 which references the included amounts -without option to increase rate table. Removed bullet 4 which had the limit of included coverage \$939,800.
- C03 – Removed Additional Living Expense rule.
- C06 – Removed Bareboat Charter rule.
- C07 – Removed bullet 2. Renumbered the remaining bullet to 2.
- C08 – Removed bullet 2. Renumbered the remaining bullets 2-3. Revised bullet 2 to remove symbol Y34.
- C09 – Removed Breach of Warranty rule.
- C10 – Removed Captain and Crew rule.
- C11 – Removed bullet 2. Renumbered the remaining bullets to 2-4. Revised bullet 2 to remove symbol Y34.
- C15 – Removed bullet 2 and renumbered the remaining bullets to 2-6.
- C19 – Removed bullet 2. Renumbered the remaining bullets to 2-4. Revised bullet 2 to remove symbol Y34.
- C20 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove symbol Y34.
- C21 – Removed bullet 2. Renumbered the remaining bullets to 2-4. Revised bullet 2 to remove symbol Y34.
- C22 – Removed bullet 2. Renumbered the remaining bullets to 2-5. Revised bullet 2 to remove symbol Y34. Revised bullet 3 which references the included amounts rate table.
- C23 – Removed bullet 2 and 3. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove Yacht verbiage.
- C24 – Under rule description, we removed the word liability. Removed bullet 2 and renumbered the remaining bullets to 2 and 3. Revised bullet 3 to remove “and can be excluded on any watercraft.”
- C26 – Removed Liveaboard rule.
- C27 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 3 to remove Yacht verbiage.
- C30 – Removed Occasional Charter rule.
- C31 – Added new Named Driver rule.
- C32 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove verbiage of Yacht and

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added reference of included amounts rate table.

- C33 – Revised bullet 2 to reference the included amounts – without option to increase rate table.
- C34 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove symbol Y34.
- C35 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove symbol Y34.
- C36 – Removed Protection and Indemnity rule.
- C37 – Verbiage not changing, just changing our version number to read 1.00.
- C42 – Removed bullet 2. Renumbered the remaining bullets to 2 and 3. Revised bullet 2 to remove symbol Y34.
- C43 – Removed bullet 2. Renumbered remaining bullets to 2 and 3. Revised bullet 2 to remove reference of symbol Y34 and reference to Yacht.
- C44 – Removed bullet 2 and renumbered the remaining bullets to 2-4.
- C45 – Revised bullet 2 to add maximum limit amounts.
- C49 – Removed bullet 2. Revised bullet 2 to remove Protection and Indemnity.
- C52 – Removed Nautical Collectibles rule.
- D01 – Removed Advance Quote Discount rule.
- D02 – Verbiage not changing, just changing our version number to read 1.00.
- D03 – Verbiage not changing, just changing our version number to read 1.00.
- D05 – Verbiage not changing, just changing our version number to read 1.00.
- D06 – Removed Layup Discount rule.
- D07 – Verbiage not changing, just changing our version number to read 1.00.
- D09 – Verbiage not changing, just changing our version number to read 1.00.
- D10 – Verbiage not changing, just changing our version number to read 1.00.
- D11 – Added bullet 2 to rule.
- D12 – Added bullet 2 to rule.
- D13 – Added bullet 1 and renumbered the remaining bullets 2-5. Revised bullet 4 from 60+ months to read 60 months. Revised bullet 5a. to remove Boat and Yacht reference. Added new bullets 6 and 7.
- D14 – Revised bullet 1 to remove reference of Yacht.
- D15 – Verbiage not changing, just changing our version number to read 1.00.
- D16 – Verbiage not changing, just changing our version number to read 1.00.
- D23 – Added new Ultra Preferred Customer Discount rule.
- R04 – Verbiage not changing, just changing our version number to read 1.00.
- R05 – Verbiage not changing, just changing our version number to read 1.00.
- R10 – Verbiage not changing, just changing our version number to read 1.00.
- R12 – Verbiage not changing, just changing our version number to read 1.00.
- R17 – Removed Navigation Area rule.
- R18 – Verbiage not changing, just changing our version number to read 1.00.
- R19 – Verbiage not changing, just changing our version number to read 1.00.
- R21 – Verbiage not changing, just changing our version number to read 1.00.
- R24 – Revised rule description to read Reinstatements.
- R25 – Revised bullet 2 to read “The index types are defined by a 3rd party vendor.” Also removed the Replacement Cost Index table from the rule and created its own rate table.
- R27 – Revised bullet 3 to remove symbol Y34. Revised bullet 4 to remove Y26, Y27, Y28, Y29 and Y30. Removed bullet 5 which referenced if the vehicle is a trailer. Renumbered the remaining bullets 5-8.
- R28 – Verbiage not changing, just changing our version number to read 1.00.
- R30 – Revised Symbol B35 to read Sail 2. Removed all Symbol Y’s which is reference to Yacht.
- R32 – Revised bullet 2 to read “policy term effective date.” Revised bullet 8b. to read “excluding any deductibles.” Added sub bullets i and j to bullet 9. Rearranged bullets 14 and 15.
- R33 – Verbiage not changing, just changing our version number to read 1.00.

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- R35 – Verbiage not changing, just changing our version number to read 1.00.
- R36 – Removed the word “actual” from bullet 1.
- R37 – Revised bullet 1 to remove Yacht verbiage.
- R38 – Verbiage not changing, just changing our version number to read 1.00.
- R41 – Verbiage not changing, just changing our version number to read 1.00.
- R42 – Removed Extended Navigation Area rule.
- R43 – Verbiage not changing, just changing our version number to read 1.00.
- R51 – Added new Premium Period Adjustment rule.
- S01 – Added the word “Surcharge” to the rule description.
- S02 – Added the word “Surcharge” to the rule description.
- S03 – Added the word “Surcharge” to the rule description. Removed bullet 3.
- T01 – Revised bullet 1 and 2 to reference mooring address. Added bullet 3.
- Territory Map – Revised the type to read “Territory Map” and removed bullet 1.

The rate revisions are as follows and have been highlighted on the manual pages:

\*Note: Each rate table that was revised, we did remove our version number.

- Base Rates – Revised factors for Hull – All Other Peril and Bodily Injury and Property Damage. Removed the word “Liability” from coverage section and Hull to read Hull – All Other Peril. Removed the \$ sign from the bottom of the rate table and added it to the header to read Rate(\$) Per \$100. Removed Breach of Warranty from table.
- Bodily Injury and Property Damage – Removed the word “Liability” from the table description and the header of the rate table. Removed the \$ sign from the rate table to the header so it now reads Limit(\$). Revised the factors for 15,000 and 50,000.
- Bow to Stern – No changes made to table, just removed our version number.
- Chartered Fishing Guide - Number of Days – Added “Chartered Fishing Guide” to table description.
- Chartered Fishing Guide - Number of Passengers – Added “Chartered Fishing Guide” to table description.
- Chartered Fishing Guide - Use – Added “Chartered Fishing Guide” to table description.
- Construction Type – No changes made to table, just removed our version number.
- Deductible – Removed the \$ sign from the rate table to the header so it now reads Deductible(\$). Revised factors for 100, 250, 1,000, 2,500 and 5,000.
- Diminishing Deductible – No changes made to table, just removed our version number.
- Driver Age – Removed the word “Liability” from the rate table header. Revised Hull – All Other Peril factors for 14-35 and 40-60. Revised Bodily Injury and Property damage factors for 14-36 and 40-60.
- Engine Type – Added a “-” to Inboard/Outboard - Sterndrive. Revised factors for Jet Exposed Engine and Jet Outboard.
- Extended Parts Replacement – No changes made to table, just removed our version number.
- Fuel Type – Revised factor for Electric from 1.0000 to 1.3000.
- Genuine Parts Security – No changes made to table, just removed our version number.
- Included Amounts – Added new rate table.
- Included Amounts - Without Option to Increase – Added new rate table.
- Liability Only – Removed the word “Liability” from the rate table header.
- Marina as Additional Insured – Removed the word “Liability” from the rate table header.
- Medical Payments – Removed the \$ sign from the rate table to the header so it now reads Limit(\$).
- Minimum Premium – Removed the word “Earned Premium” from the table description. Removed the \$ sign from the rate table to the header so it now reads Minimum Written/Earned Per Policy – Rate(\$).
- Number of Engines – Revised the factor for 0 engines to 1.0000.
- Ownership Type – Removed the word “Liability” from the rate table header. Revised the last ownership type to read “Company Owned LLC.”
- Port Risk – No changes made to table, just removed our version number.
- Premium Period Adjustment – Added new rate table.

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- Reinstatements – Revised the table description from Reinstatement to Reinstatements. Removed the word “Liability” from the rate table header. Revised all factors for 1-4.
- Rental Reimbursement – Removed the \$ sign from the rate table to the header so it now reads Rental Reimbursement Limit(\$).
- Replacement Cost Symbol Rate – Added Symbol B35.
- Settlement Option – Added Trailer Physical Damage column and revised the ACV factor for Hull – All Other Peril. Revised ACV under the settlement option to read Actual Cash Value.
- Settlement Option - Included Limit Base Rate – No changes made to table, just removed our version number.
- Storage Type – Revised Types to Marina – In Water, Marina – Out of Water, Locked Garage/Building, Residential Docks/Slip - At Insured Residence, Residential Docks/Slip – Not at Insured Residence, Mooring Buoy/Ball and Other. Revised factors for Marina – In Water, Marina – Out of Water, Residential Docks/Slip - At Insured Residence, Residential Docks/Slip-Not at Insured Residence, Mooring Buoy/Ball and Other.
- Territory – Removed the word “Liability” from the rate table header.
- Total Points – Removed the word “Liability” from the rate table header.
- Underwriting Tier – Removed the word “Liability” from the rate table header. Revised factors for tiers 1-12 and 14-20.
- Years Ownership x Years Boating Experience – Removed the word “Liability” from the rate table header.
- Advance Quote Discount – Removed from filing.
- Anti-Theft Devices Discount – No changes made to table, just removed our version number.
- Association Discount – Removed the word “Liability” from the rate table header.
- Homeowner Discount – Removed the word “Liability” from the rate table header. Under Homeowner type we added /Mobile Home.
- Loyalty Discount – Removed the word “Liability” from the rate table header. Revised factors when Y is selected.
- Multi-Policy Discount – Removed the word “Liability” from the rate table header.
- Multi-Vehicle Discount – Removed the word “Liability” from the rate table header. Removed 1 vehicle option from table.
- Paid in Full Discount – Removed the word “Liability” from the rate table header.
- Paperless Discount – Removed the word “Liability” from the rate table header.
- Preferred Customer Discount – Removed the word “Liability” from the rate table header. Removed Ultra Preferred from table and created it’s own rate table.
- Prior Insurance Discount – Removed the word “Liability” from the rate table header.
- Safety Course Discount – Removed the word “Liability” from the rate table header.
- Ultra Preferred Customer Discount – Added new rate table.
- Violation Free Discount – Removed the word “Liability” from the rate table header.
- Ineligible Driver Surcharge – Added the word “Surcharge” to the table description. Removed the word “Liability” from the rate table header.
- Ineligible Vehicle Surcharge – Added the word “Surcharge” to the table description. Removed the word “Liability” from the rate table header.
- Unverifiable MVR Surcharge – Added the word “Surcharge” to the table description. Removed the word “Liability” from the rate table header.
- Replacement Cost Index – Removed table from Rule R25 and created its own tab. Added Symbol B35. Removed Yacht symbols from this table.
- Symbol x Engine Size – Removed the word “Liability” from the rate table header. Added symbol B35 to table.
- Symbol x Length x Speed – Removed the word “Liability” from the rate table header. Removed columns length min and max and made a new column “Length (>=).” Added speeds of 100 and 110 to all symbols. Revised factors for symbols B01-B25, B31-B33. Added symbol B35 to table.
- Symbol x Value – Added “Limit(\$)

\*Note: Comparisons for this tab were not attached. The pages went from 323 in the prior manual to 650 in the new manual due

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to coverage of 501,000+ being added to each symbol.

•Symbol x Vehicle Age – Revised factors for symbols B01-B25 and B31-B34. Added symbol B35 to table.

## Company and Contact

### Filing Contact Information

Brandy Hacker, bhacker@amig.com  
 7000 Midland Blvd. 513-947-6112 [Phone]  
 Amelia, OH 45102

### Filing Company Information

American Modern Property and Casualty Insurance Company	CoCode: 42722	State of Domicile: Ohio
7000 Midland Boulevard	Group Code: 361	Company Type: Property and Casualty
Amelia, OH 45102	Group Name: Munich Re	State ID Number:
(800) 759-9008 ext. [Phone]	FEIN Number: 43-1262602	

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## Filing Fees

### State Fees

Fee Required? No

Retaliatory? No

Fee Explanation:

### State Specific

Include Idaho Certificate of Authority Number.: 4281

Is this filing for a company applying for admission in Idaho?: No

Did you review the General Instructions regarding this type of filing?: Yes

Is the company authorized to write the line of business in Idaho for which the filing is made?: Yes

Is the company pending authorization to write the line of business in Idaho for which this filing is made.: No

The company must include the previous SERFF tracking number on the form schedule or rate rule schedule: Acknowledged  
FOR PROPERTY CASUALTY FILINGS ONLY, if utilizing a rating organization's FORMS, is the rating organization authorized to file on the company's behalf?: Not Applicable

SERFF Tracking #:

AMMH-134831579

State Tracking #:

Company Tracking #:

BT-ID-2025SEP16-01

State:

Idaho

Filing Company:

American Modern Property and Casualty Insurance Company

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Rate & Rule Revisions/BT-ID-2025SEP16-01

### Rate Information

Rate data applies to filing.

Filing Method:

Use & File

Rate Change Type:

Increase

Overall Percentage of Last Rate Revision:

0.000%

Effective Date of Last Rate Revision:

01/11/2023

Filing Method of Last Filing:

Use & File

SERFF Tracking Number of Last Filing:

AMMH-133350942

### Company Rate Information

Company Name:	Overall % Indicated Change:	Overall % Rate Impact:	Written Premium Change for this Program:	Number of Policy Holders Affected for this Program:	Written Premium for this Program:	Maximum % Change (where req'd):	Minimum % Change (where req'd):
American Modern Property and Casualty Insurance Company	28.300%	12.200%	\$6,387	130	\$52,552	199.400%	-62.400%

## Explanatory Memorandum

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The purpose of this indication is to evaluate the rate level adequacy of the above captioned program in this state. In the evaluation, we take historical premiums and losses from our experience period and project them into a future effective period - our estimate of the time period the proposed rates will be in effect. Data shown is gross of reinsurance transactions and is organized into a 12 month rolling accident year basis.

### Assumptions and Methodologies

On Exhibit C-3 we show the calculations of the rate level indication for this product. The results are summarized on Exhibit C-1. The data adjustments used and calculations are described in the following paragraphs.

#### 1. Earned Premium

- a. Rate Level Adjustment Factors take into account any approved rate changes that have an impact on the experience period, and are applied so that the rate indication considers the adequacy of current rates. In general we use the parallelogram method; however, in certain situations we use a process of re-rating the exposures.
- b. Changes in Premium levels due to shifts in the book of business are accounted for either explicitly in premium trend factors or implicitly in the application of loss ratio trend.
- c. Where rate capping has been applied with historical changes, premium is adjusted to the level that would have been collected had we not capped.

#### 2. Total Reported Losses & ALAE

- a. If appropriate for the indication in question, Total Reported Loss & ALAE is separated into two parts: non-catastrophe reported loss & ALAE and Reported Catastrophe Loss & ALAE. These are then treated separately in our analysis.
- b. The non-catastrophe reported loss & ALAE are capped at a predetermined threshold, dividing them into two parts -- Reported Excess Loss & ALAE and Adjusted Reported Loss & ALAE. These are treated separately in our analysis. When appropriate, the Adjusted Reported Loss & ALAE may be further separated into peril groups, e.g. split by weather and non-weather cause of loss.
- c. **Adjusted Reported Loss & LAE**
  - i. Since the indication is performed on an accident year basis, losses for each year may not be fully developed. The Loss & ALAE Development Factor adjusts reported loss & ALAE at expected ultimate result by analyzing historical patterns of change in this data. We calculate quarterly development factors and weight them together using each quarter's latest reported loss & ALAE to obtain annual numbers.
  - ii. Loss & ALAE trends due to inflation and shifts in the book of business are reflected either explicitly in the use of loss trend factors or implicitly in the application of loss ratio trend.

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- iii. The ULAE Provision Factor is applied to each of the Reported Loss & ALAE amounts to obtain Reported Loss & LAE. The factor is selected based on prospective ULAE.
  - iv. Each accident year Trended Ultimate Adjusted Loss & LAE is divided by the corresponding Trended Current Level Earned Premium to obtain the Trended Ultimate Adjusted Loss & LAE ratio.
  - v. We apply the Accident Year Weights to the accident year Trended Ultimate Adjusted Loss & LAE ratios to obtain the Experience Loss & LAE Ratio.
  - vi. The Experience Loss & LAE Ratio is Credibility Weighted with an appropriate complement to obtain the Credibility Weighted Loss & LAE ratio. Please see Exhibit C-5.
- d. Excess Loss & LAE Excluding Catastrophes**
- i. A historical average of Reported Excess Loss & LAE to Adjusted Reported Loss & LAE is applied to the Experience Loss & LAE Ratio to derive the Experience Loss & LAE Ratio for excess losses. This process ensures that the Excess portion of loss is trended and developed consistent with the capped portion.
  - ii. The Experience Loss & LAE Ratio for excess losses is credibility weighted with an appropriate complement to obtain the Credibility Weighted Loss & LAE Ratio for excess losses. Please see Exhibit C-5.
- e. Catastrophe Loss & LAE**
- i. We rely on ISO to identify catastrophes. Their definition of catastrophe is any event that causes a loss of at least \$25 million to the insurance industry and has a sufficient number of claims.
  - ii. When appropriate, a non-modeled cat factor is applied to the total Credibility Weighted loss & LAE ratio (Capped + Excess). The non-modeled catastrophe factor is selected based on the historical average of catastrophe reported losses & ALAE to total non-catastrophe reported losses & ALAE. The catastrophe data excludes all modeled catastrophe perils.
  - iii. When appropriate, a modeled catastrophe loss & LAE ratio is used for certain perils.

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3. Normally, Accident Year weights are judgmentally selected to place greater weight on the more recent years' experience. However, when a program is growing rapidly, accident year weights may be based on Earned Premiums to avoid having an earlier year affect the indication more than it should. Consideration may also be given to using even weights on all years when the Adjusted Loss & LAE Ratios are extremely volatile by year.
  4. Credibility may be based on exposure or claim counts and is typically calculated using the square root rule. See Exhibit C-3.
  5. **Complement of Credibility - Please see Exhibit C-5**
    - a. Normally, the complement of credibility is based on the permissible loss & LAE ratio. However, when this complement is deemed inappropriate, other options include competitor data or regional/countrywide data.
    - b. When appropriate, the complement of credibility is multiplied by the net trend to develop it to the average renewal effective date.
    - c. When the loss capping procedure is utilized, a separate complement of credibility is determined for capped loss & LAE and excess loss & LAE. These two components have different credibility standards as the excess losses have lower credibility compared to capped losses. The excess credibility standard is determined by comparing the variation of excess losses and capped losses.
    - d. The complement of credibility excludes catastrophe loss & LAE. When the loss capping procedure is utilized, two complements are formed from the loss & LAE ratio complement: a capped loss ratio complement and an excess loss ratio complement. The complement excess loss factor is applied to break up the complement loss ratio into the capped and excess complement loss ratios. See Exhibit C-5
  6. **Profit Provision and Expenses**
    - a. Profit is combined with the variable expenses in the rate indication calculation.
    - b. The expenses associated with this indication can be found on Exhibit C-4. Here we show historical and selected numbers and further break the selections into fixed and variable.
  7. **The indicated rate change is calculated as:**
    - a.  $\{(Total\ Loss\ \&\ LAE\ Ratio + Fixed\ Expense)/(1 - Profit - Variable\ Expense)\} - 1$
    - b. Total Loss & LAE Ratio = Credibility Weighted Loss & LAE Ratio (capped) + Credibility Weighted Loss & LAE Ratio (excess) + Total Catastrophe Loss & LAE Ratio

**Summary of Indication Formula**

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The equation provided below is for illustrative purposes only. The methodology applied may vary due to the unique circumstances of each program.

If no loss capping procedure is utilized, all quantities referencing excess losses may be set to 0. In this case all capped quantities represent full (uncapped) loss estimates.

**Definitions**

$$LR_p = \text{Capped (xCat) Experience Based Loss \& LAE Ratio}$$

$$f_s = \text{State Experience Excess Loss Factor} = \\ (\text{State Excess (xCat) Loss \& ALAE} \div \text{State Capped (xCat) Loss \& ALAE})$$

$$LR_e = \text{Excess (xCat) Experience Based Loss \& LAE Ratio} = f_s * LR_p$$

$$c = \text{Non-Modeled Cat Factor} = \\ (\text{Non-Modeled Cat Loss \& ALAE} \div \text{xCat Loss \& ALAE})$$

$$f_c = \text{Complement Excess Loss Factor} = \\ (\text{Long Term Group Excess (xCat) Loss \& ALAE} \div \text{Long Term Group Capped (xCat) Loss \& ALAE})$$

$V = \text{Variable Expense Ratio}$

$Q = \text{Profit \& Contingency Load}$

$F = \text{Fixed Expense Ratio}$

$M = \text{Modeled Cat Load}$

$CLR = \text{Complement Loss \& LAE Ratio}$

$$CLR_p = \text{Capped Complement (xCat) Loss \& LAE Ratio} = \\ [(CLR - M) \div ((1+f_c)*(1+c))]$$

$$CLR_e = \text{Excess Complement (xCat) Loss and LAE Ratio} = \\ f_c * [(CLR - M) \div ((1+f_c)*(1+c))] = f_c * CLR_p$$

$Z_p = \text{Capped Loss Credibility}$

$Z_e = \text{Excess Loss Credibility}$

$I = \text{Indicated Rate Change}$

**Indication formula**

$$1 + I = [(LR_p * Z_p + (1 - Z_p) * CLR_p + LR_e * Z_e + (1 - Z_e) * CLR_e + NM_c + F + M) \div (1 - V - Q)]$$

**Rate Level Indication - Physical Damage**

**Accident Year Ending Evaluated as of 6/30/2025**

<b>Premium</b>	<b>6/30/2021</b>	<b>6/30/2022</b>	<b>6/30/2023</b>	<b>6/30/2024</b>	<b>6/30/2025</b>	
(1) Earned Premium	21,610	24,296	30,890	42,201	38,544	
(2) Rate Level Adjustment Factor	1.026	1.026	1.024	1.005	1.000	
(3) Current Level Earned Premium	22,174	24,930	31,623	42,395	38,544	(1) x (2)
(4) Premium Trend Factor ( H = 4.1% , P = 2.6%)	1.261	1.211	1.164	1.118	1.074	
(5) Trended Current Level Earned Premium	27,962	30,190	36,809	47,397	41,396	(3) x (4)
<b>Capped Losses excluding Catastrophes</b>						
(6) Total Reported Loss & ALAE	22,324	16,723	20,652	1,313	-	
(7) Reported Catastrophe Loss & ALAE	-	-	-	-	-	
(8) Reported Excess Loss & ALAE	-	-	-	-	-	
(9) Adjusted Reported Loss & ALAE	22,324	16,723	20,652	1,313	-	(6) - (7) - (8)
(10) Loss & ALAE Development Factor	1.000	1.000	1.000	1.005	1.057	
(11) Loss & ALAE Trend Factor ( H = 9%, P = 6.5%)	1.681	1.542	1.415	1.298	1.191	
(12) ULAE Provision Factor	1.028	1.028	1.028	1.028	1.028	
(13) Trended Ultimate Adjusted Loss & LAE	38,559	26,496	30,027	1,759	-	(9) x (10) x (11) x (12)
(14) Trended Ultimate Adjusted Loss & LAE Ratio	137.9%	87.8%	81.6%	3.7%	0.0%	(13) / (5)
(15) Accident Year Weights	15%	15%	20%	25%	25%	
<b>Credibility Measures</b>						
(16) Earned Exposures	120	119	121	147	142	
(17) Non-Catastrophe Report Claim Counts	3	3	2	1	-	
<b>Capped Loss &amp; LAE Ratios Excluding Catastrophes</b>						
(18) Experience Loss & LAE Ratio					51.1%	<b>Experience Period Totals</b>
(19) Credibility (Square Root Rule, Full Credibility = 1,084 Claims)					9.1%	
(20) Complement of Credibility - Regional Complement					75.8%	see Exh C-5
(21) Credibility Weighted Loss & LAE Ratio					73.6%	(18) x (19) + [1 - (19)] x (20)
<b>Excess Loss &amp; LAE Ratio Excluding Catastrophes</b>						
(22) Experience Loss & LAE Ratio (Idaho Excess Loss Factor = 0.000)					0.0%	Factor x (18)
(23) Credibility (Square Root Rule, Full Credibility = 35,772 Claims)					1.6%	
(24) Complement of Credibility - Regional Complement					11.7%	see Exh C-5
(25) Credibility Weighted Loss & LAE Ratio					11.5%	(22) x (23) + [1 - (23)] x (24)
<b>Catastrophe Loss Ratios</b>						
(26) Non-Modeled Catastrophe Loss Ratio (Factor = 0.005)					0.5%	Factor x [(21) + (25)]
(27) Total Catastrophe Loss & LAE Ratio					0.5%	(26)
<b>Indication</b>						
(28) Total Loss & LAE Ratio					85.6%	(21) + (25) + (27)
(29) Fixed Expense Ratio					7.2%	see Exh C-4
(30) Variable Expense Ratio					25.2%	see Exh C-4
(31) Profit Provision					4.5%	
(32) Tariff Adjustment Factor					1.044	
(33) Indicated Rate Level Change					37.3%	{[(28) * (32) + (29)] / [1 - (30) - (31)]} - 1

**Footnotes**

Data used is American Modern Consolidated Insurance Group

American Modern Property and Casualty Insurance Company  
Idaho  
Boat  
Proposed Effective Renewal Date: 10/9/2026

Exhibit C-6

### Actuarial Memorandum

It has been approximately a decade since our last rate filing for the AMPaC Boat program in Idaho. During this time, the watercraft insurance market has undergone substantial transformations, including:

- Post-2010s inflation trends, which have gradually increased the cost of repairs, labor, and materials;
- The COVID-19 pandemic, which created unprecedented economic disruption, supply chain volatility, and changes in usage patterns; and
- Supply chain disruptions, which continue to contribute to longer repair times and increased parts costs.

In order to stay aligned with the everchanging insurance landscape, we respectfully request approval for a positive overall rate impact of +12.2%. This proposed rate is a step toward achieving actuarially sound premium levels that are not excessive, not inadequate, and not unfairly discriminatory, consistent with Idaho's statutory standards and actuarial principles, backed by the aforementioned changes within the watercraft insurance marketplace.

We believe that increasing our rates will help align our program with current market realities and competitors' offerings, thereby ensuring the financial soundness of our program within Idaho. While our book of business in the state remains small, it is our long-term goal to expand availability and contribute to a healthy and competitive insurance marketplace. We see this proposed change as aligned with the actuarial principles of promoting availability, fairness, and sustainability in insurance pricing.

Please let us know if we can provide any additional documentation or information to support this request. We appreciate your time and consideration.

Sincerely,

*Karen Yu, ACAS*

Karen Yu, ACAS  
Associate Actuary

*Emma Striebich*

Emma Striebich  
Actuarial Analyst



7000 Midland Boulevard  
Amelia, OH 45102-2646

[AMIG.COM](http://AMIG.COM)

February 17, 2026

American Modern Property and Casualty Insurance Company  
Attestations

Boat Program – Idaho

NAIC: 42722

FEIN: 43-1262602

Company File Number: BT-ID-2025SEP16-01

Rating is compliant with 100.01.b of IDAPA 18.02.01. Rate, issuance, nonrenewal, and cancellation decisions are not primarily based on credit factors.

Two hypothetical scenarios demonstrating that the premium rate using the highest credit factor does not exceed twice the premium using the lowest credit factor, all noncredit factors being unchanged and notwithstanding any optional coverage. The two scenarios should be representative of insurer's book of business, with differing levels of coverage and demographics.

Boat Example 1:

B18 Boat Type

\$12,000 – Value

18 ft – Length

43mph – Speed

\$500 Deductible

140 Horsepower

Territory 1

Age of Vessel 33 years old

Age of Insured 73 years old

Agreed Value Settlement Option

Inboard engine

Single owner

One engine

Aluminum construction

Stored in a Locked Garage/Building/Barn

0 Reinstatements

0 points

Premium with best Insurance Score factor (0.74 liability and 0.74 hull) = \$271.00

Premium with worst Insurance Score factor (1.47 liability and 1.47 hull) = \$381.00

$\$381.00/2 = \$190.5$  which is less than \$271.00

Boat Example 2:

B16 Boat Type

\$227,500 – Value

25 ft – Length

72mph – Speed

\$1000 Deductible

575 Horsepower

Territory 1

Age of Vessel 4 years old

Age of Insured 49 years old

Agreed Value Settlement Option

Jet Exposed engine

Single owner

1 engine

Aluminum construction

Stored in a Driveway/Off Street Parking

1 Reinstatement

0 points

Premium with best Insurance Score factor (0.74 liability and 0.74 hull) = \$772.00

Premium with worst Insurance Score factor (1.47 liability and 1.47 hull) = \$1522.00

$\$1522.00/2 = \$761.00$  which is less than \$772.00

Best regards,

*Steve Mackie*

Steve Mackie

Chief Compliance & Ethics Officer



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7000 Midland Boulevard  
Amelia, OH 45102-2646

[AMIG.COM](http://AMIG.COM)

February 9, 2026

Idaho Department of Insurance  
700 West State St. 3<sup>rd</sup> floor  
Boise, ID 83702

Dear Sir/Madam,

American Modern Property and Casualty Insurance Company (“Company”) is writing to inform the Idaho Department of Insurance of a change to our current Boat and Yacht filing. The Company presently maintains both a Boat Program and a Yacht Program, each currently filed under Line 09.0 – Inland Marine. No changes are contemplated for the Boat Program. However, the Yacht Program is an Ocean Marine product that has been incorrectly filed under Inland Marine. Accordingly, the Company is writing to provide notice of its intent to withdraw the Yacht Program filing. Any future Yacht business will be written under the Ocean Marine classification, which is exempt from filing requirements under ID ST § 41-1801.

Please do not hesitate to contact us if you require any additional information or clarification regarding this change. Should further discussion be needed, we would be pleased to arrange a conference call at your convenience.

Sincerely,  
Brandy Hacker  
American Modern Property and Casualty Insurance Company  
1-800-759-9008 ext. 6112  
[Bhacker@amig.com](mailto:Bhacker@amig.com)

**Impact Exhibit**

**Rate Level Change to the Portfolio:**

*This is the impact of changing base rates and rating relativities.*

Coverage	Proposed Change
Boat Liability - Bodily Injury and Property Damage	11.1%
Boat Hull	12.6%
<b>Rate Impact</b>	<b>12.2%</b>