

# TIERING History and Purpose

2013 CAS Ratemaking and Product Management Seminar

### **Agenda**



- Definition
- History
- · Relationship with Credit
- · Uses of Tier

#### **Tier**



- Definition:
  - One of a series of ranks, layers or stratum
- · Synonyms:
  - Grade
  - Category
  - Level
  - Grouping
  - -Partition

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## **History**



- Circa 1960's
- Agency Insurers Private Passenger Auto
  - Bureau derived class plans
  - Competing with Captive Agency Insurers
  - Needed to further refine pricing
- Solution
  - Fleet of companies, each company is a tier
  - Each at a separate base rate
    - E.g. Preferred, Standard, Non-standard
  - Virtually same class plan (territories, I/L, etc.)
  - Set of underwriting rules that tiers new business into one of the companies or a declination



# **Underwriting Guidelines**

		Preferred Company		Standard Company		Non-Standard Company	
Driver Age		23-70 21-22 if clean		21-70 17-20 if clean		21-70 16-20 if clean	
Driving Experience		5 yrs		3 yrs		No minimum	
Driving Record	Per Policy	At Fault Not At Fault Minor Convictions	0 2 0	At Fault Not At Fault Minor Convictions	0 2 2	At Fault Not At Fault Minor Convictions	1 2 3
	Per Operator	At Fault Not At Fault Minor Convictions	0 2 0	At Fault Not At Fault Minor Convictions	0 2 1	At Fault Not At Fault Minor Convictions	1 2 2
	Maximum Incidents	2 per policy		3 policy		5 per policy 2 per operator	

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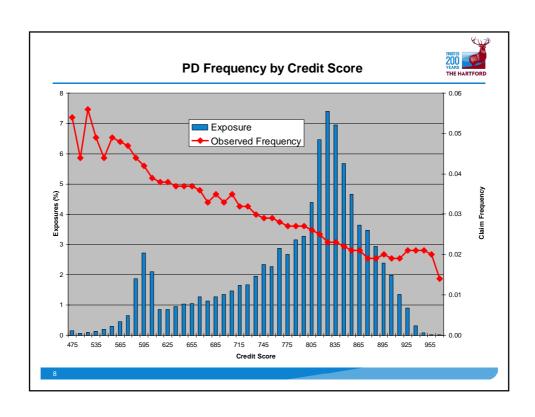
#### **Observations**

- Overlap with class plan
- Underwriting rules didn't have to be filed in most states
- No multivariate analysis
- Virtually no reassignment at renewal
- · Rules adjusted as a function of appetite
- Exception
- Level of success questionable

# **Catalyst for Change**



- Circa 1990's
- Credit Score -
  - New variable
  - Highly predictive
  - Highly granular (200 to 850)
- Phase I
  - Added to existing underwriting rules





# **Underwriting Guidelines**

		Preferred Company	Standard Company	Below Standard Company	
Driver Age		23-70 21-22 if clean	21-70 17-20 if clean	21-70 16-20 if clean	
Driving Experience		5 yrs	3 yrs	No minimum	
Driving Record	Per Policy	At Fault 0 Not At Fault 2 Minor Convictions 0	At Fault 0 Not At Fault 2 Minor Convictions 2	At Fault 1 Not At Fault 2 Minor Convictions 3	
	Per Operator	At Fault 0 Not At Fault 2 Minor Convictions 0	At Fault 0 Not At Fault 2 Minor Convictions 1	At Fault 1 Not At Fault 2 Minor Convictions 2	
	Maximum Incidents	2 per policy	3 per policy	5 per policy 2 per operator	
Credit		Superior or better (>800)	Average or better (>700)	Acceptable or better (>600)	

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#### **Observations**

- Same as prior observations
  - no multivariate analysis
  - Credit score ranges adjusted with appetite
  - Exceptions
- Predictive power of credit underutilized
  - A handful of ranges were inadequate
- Number of pricing points inadequate
  - Expensive to file/maintain many companies

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#### **Modern Solutions**

- Multivariate Analysis
  - Balancing of tiering (and potentially class plan) variables
  - Integration of tiering and class plan variables
- · Tier within Company
  - No limit to price points
- If possible, maintained as underwriting rules

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#### Why use tier?

- Relaxed filing requirements for underwriting guidelines
  - Use of variables that present filing hurdles
    - Prior carrier variables
    - Expanded driving record
    - Personal character variables
- · Relaxed filing requirements shields from competitors' view
- Some DOI's require walling off particular variables, namely credit

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#### **Disadvantages of tiers**

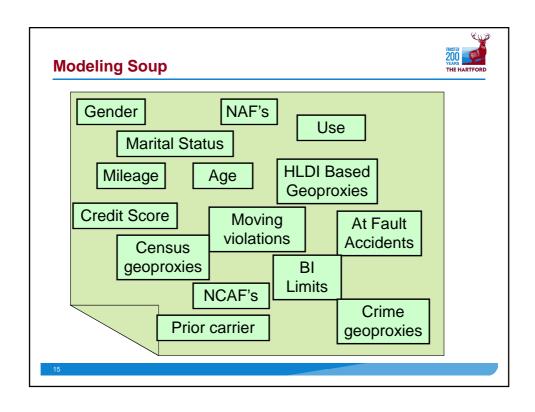
- · Added complexity
  - More models
  - Mapping of tier score to tiers
- More DOIs are requiring filing of tiering rules, eliminating one of the advantages
- if number of tiers is small, potential large jumps from one tier to the next problem particularly for renewals

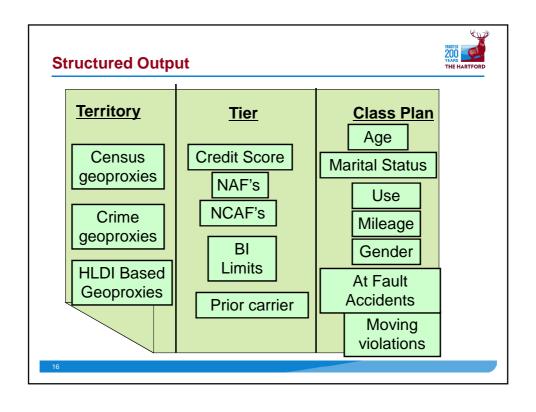
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#### **Modeling Process**

- 1) Model with all variables
- 2) Generate factors for all variables
- 3) Split variables into tier vs. class plan
- 4) Score data base and calculate a tier score for each risk
- 5) Review the distribution of tier score and establish tier score ranges
- 6) Determine tier factors by either of two methods
  - a) Model
    - i) Remove all of the tiering variables and replace with the tier number
    - ii) Refit the model to get the indicated tier factors
  - b) Average Tier Score For each tier, use the average tier score factor as the tier factor.

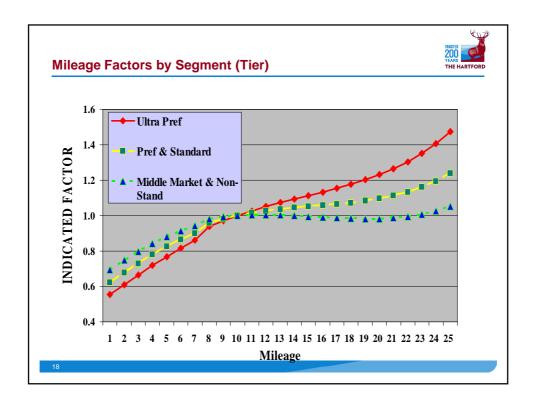


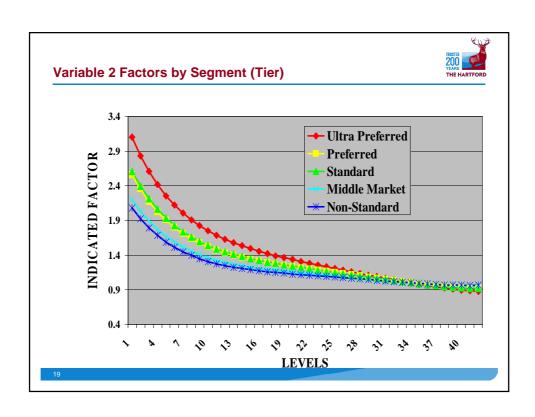


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#### Other uses of Tier 1

- Tier can be used as a complex interaction
  - Assumption the strength and slope of some the "class plan" variables vary by "type of risk"
  - Segment the universe by "type of risk"
    - E.g. Segments 1-5
  - Type of risk becomes tier
  - Interact the class plan variables with type of risk
- Result effectively separate class plans by type of risk or tier





#### Other use of Tier



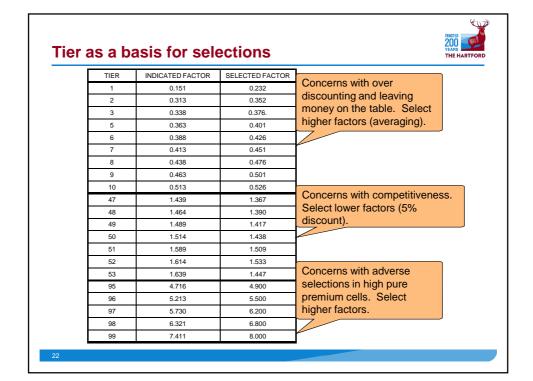
- · Overlay new variables on top of an existing class plan
- No change to existing plan
  - Control dislocation to the existing book
  - Isolate changes to the policy writing system
- Methodology
  - Tiering variables = all new variables
  - Multivariate analysis
    - Independent Variable = Loss ratio using current class plan premium
    - Dependent Variables = new variables
  - Use aggregate new variable score to establish tier

### **Example**



- Directly use the factors derived from analysis of the tiering variables
- Tier factors is a weighted average of the cumulative score.

	Variable 1	Variable 2	Cumulative Score	Tier	Tier Factor
Risk A	0.90	0.90	0.81	1	0.85
Risk B	0.95	1.00	0.95	'	0.65
Risk C	1.00	1.00	1.00	2	1.00
Risk D	1.20	1.00	1.20	3	1.27
Risk E	1.10	1.20	1.32		
Risk F	1.20	1.20	1.44	4	1.44



### Other uses of Tier



- Objective: Use tier to establish new vs. renewal pricing
  - Tier new business using standard criteria targeting new business losses performance
  - 2) Renewal tiering based on a change model
    - a) Incorporate variables only available for renewal business
    - b) Eliminate use of variables only relevant to new business
    - c) Reduce reliance on variables that are more powerful for new business than renewal
    - d) Control tier movement at renewal

