

FORM NL-5-CLAIMS SCHEDULE

CLAIMS INCURRED [NET]

( '000)

For The Quarter Ended March 31, 2014	FIRE	MARINE CARGO	MARINE HULL	MISCELLANEOUS											For The Quarter Ended March 31, 2014	
				Motor OD	Motor TP	Workmen's Compensation	Personal Accident	Health Insurance	Liability	Engineering	Aviatio n	Trade Credit	Others	Total	Grand Total	
<b>Direct claims</b>	361,949	31,429	-	226,336	127,222	1,042	8,112	209,353	-	6,967	-	404	47,722	627,158	1,020,536	
Add Claims Outstanding at the end of the year *	17,094	7,005	-	26,159	(23,267)	(667)	(1,628)	29,902	(40)	(2,289)	(41)	(101)	(12,043)	15,985	40,084	
Less Claims Outstanding at the beginning of the year *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Gross Incurred Claims</b>	<b>379,043</b>	<b>38,434</b>	<b>-</b>	<b>252,495</b>	<b>103,955</b>	<b>375</b>	<b>6,484</b>	<b>239,255</b>	<b>(40)</b>	<b>4,678</b>	<b>(41)</b>	<b>303</b>	<b>35,679</b>	<b>643,143</b>	<b>1,060,620</b>	
Add :Re-insurance accepted to direct claims	1	-	-	-	(3,131)	-	-	-	-	76	-	-	-	(3,055)	(3,054)	
Less :Re-insurance Ceded to claims paid	333,057	18,558	-	15,947	5,579	93	2,391	12,991	-	1,791	-	384	5,716	44,892	396,507	
<b>Total Claims Incurred</b>	<b>45,987</b>	<b>19,876</b>	<b>-</b>	<b>236,548</b>	<b>95,245</b>	<b>282</b>	<b>4,093</b>	<b>226,264</b>	<b>(40)</b>	<b>2,963</b>	<b>(41)</b>	<b>(81)</b>	<b>29,963</b>	<b>595,196</b>	<b>661,059</b>	

\* In accordance with the Format Claim outstanding is furnished on Net basis

( '000)

Up To The Quarter Ended March 31, 2014	FIRE	MARINE CARGO	MARINE HULL	MISCELLANEOUS											Up To The Quarter Ended March 31, 2014	
				Motor OD	Motor TP	Workmen's Compensation	Personal Accident	Health Insurance	Liability	Engineering	Aviatio n	Trade Credit	Others	Total	Grand Total	
<b>Direct claims</b>	987,812	117,080	-	849,309	338,056	3,882	23,689	662,394	10	24,854	-	1,972	146,858	2,051,024	3,155,916	
Add Claims Outstanding at the end of the year *	226,732	34,458	-	270,008	3,461,940	10,370	19,491	205,862	3,704	60,200	200	695	168,881	4,201,351	4,462,541	
Less Claims Outstanding at the beginning of the year *	154,378	27,921	-	247,371	2,701,675	13,233	18,353	113,393	3,644	40,543	200	1,230	119,156	3,258,798	3,441,097	
<b>Gross Incurred Claims</b>	<b>1,060,166</b>	<b>123,617</b>	<b>-</b>	<b>871,946</b>	<b>1,098,321</b>	<b>1,019</b>	<b>24,827</b>	<b>754,863</b>	<b>70</b>	<b>44,511</b>	<b>-</b>	<b>1,437</b>	<b>196,583</b>	<b>2,993,577</b>	<b>4,177,360</b>	
Add :Re-insurance accepted to direct claims	(40)	-	-	-	(2,985)	-	-	-	-	263	-	-	-	(2,722)	(2,762)	
Less :Re-insurance Ceded to claims paid	873,752	80,451	-	72,479	12,688	376	5,893	48,865	-	7,030	-	1,481	17,241	166,053	1,120,256	
<b>Total Claims Incurred</b>	<b>186,374</b>	<b>43,166</b>	<b>-</b>	<b>799,467</b>	<b>1,082,648</b>	<b>643</b>	<b>18,934</b>	<b>705,998</b>	<b>70</b>	<b>37,744</b>	<b>-</b>	<b>(44)</b>	<b>179,342</b>	<b>2,824,802</b>	<b>3,054,342</b>	

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FORM NL-5-CLAIMS SCHEDULE

CLAIMS INCURRED [NET]

( ' 000)

For the corresponding quarter of the preceeding Year Ended March 31, 2013	FIRE	MARINE CARGO	MARINE HULL	MISCELLANEOUS											For the corresponding quarter of the preceeding Year Ended March 31, 2013	
				Motor OD	Motor TP	Workmen's Compensation	Personal Accident	Health Insurance	Liability	Engineering	Aviation	Trade Credit	Others	Total	Grand Total	
<b>Direct claims</b>	30,633	50,920	-	213,443	82,658	1,249	5,519	124,776	-	3,554	-	-	35,190	466,389	547,942	
Add Claims Outstanding at the end of the year *	(38,698)	6,022	-	(105,578)	872,149	4,836	(2,933)	(15,026)	1,418	1,369	200	1,228	(12,633)	745,030	712,354	
Less Claims Outstanding at the beginning of the year *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Gross Incurred Claims</b>	<b>(8,065)</b>	<b>56,942</b>	<b>-</b>	<b>107,865</b>	<b>954,807</b>	<b>6,085</b>	<b>2,586</b>	<b>109,750</b>	<b>1,418</b>	<b>4,923</b>	<b>200</b>	<b>1,228</b>	<b>22,557</b>	<b>1,211,419</b>	<b>1,260,296</b>	
Add :Re-insurance accepted to direct claims	14	-	-	-	1,372,521	-	-	-	-	228	-	-	-	1,372,749	1,372,763	
Less :Re-insurance Ceded to claims paid	13,717	31,452	-	21,344	1,742,399	124	1,286	12,478	-	1,162	-	-	5,089	1,783,882	1,829,051	
<b>Total Claims Incurred</b>	<b>(21,768)</b>	<b>25,490</b>	<b>-</b>	<b>86,521</b>	<b>584,929</b>	<b>5,961</b>	<b>1,300</b>	<b>97,272</b>	<b>1,418</b>	<b>3,989</b>	<b>200</b>	<b>1,228</b>	<b>17,468</b>	<b>800,286</b>	<b>804,008</b>	

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( ' 000)

Up to the Quarter of the preceeding Year Ended March 31, 2013	FIRE	MARINE CARGO	MARINE HULL	MISCELLANEOUS											Up to the Quarter of the preceeding Year Ended March 31, 2013	
				Motor OD	Motor TP	Workmen's Compensation	Personal Accident	Health Insurance	Liability	Engineering	Aviation	Trade Credit	Others	Total	Grand Total	
<b>Direct claims</b>	181,295	92,218	-	703,075	189,683	3,002	24,858	376,722	-	12,126	-	-	114,609	1,424,075	1,697,588	
Add Claims Outstanding at the end of the year *	154,378	27,921	-	247,371	2,701,675	13,233	18,353	113,393	3,644	40,543	200	1,230	119,156	3,258,798	3,441,097	
Less Claims Outstanding at the beginning of the year *	145,434	15,660	-	220,331	1,412,772	7,084	17,393	91,324	1,736	26,955	-	-	79,028	1,856,623	2,017,717	
<b>Gross Incurred Claims</b>	<b>190,239</b>	<b>104,479</b>	<b>-</b>	<b>730,115</b>	<b>1,478,586</b>	<b>9,151</b>	<b>25,818</b>	<b>398,791</b>	<b>1,908</b>	<b>25,714</b>	<b>200</b>	<b>1,230</b>	<b>154,737</b>	<b>2,826,250</b>	<b>3,120,968</b>	
Add :Re-insurance accepted to direct claims	8,397	-	-	-	1,416,880	-	-	-	-	313	-	-	-	1,417,193	1,425,590	
Less :Re-insurance Ceded to claims paid	98,165	59,132	-	70,307	1,818,394	298	5,744	37,672	-	5,184	-	-	15,891	1,953,490	2,110,787	
<b>Total Claims Incurred</b>	<b>100,471</b>	<b>45,347</b>	<b>-</b>	<b>659,808</b>	<b>1,077,072</b>	<b>8,853</b>	<b>20,074</b>	<b>361,119</b>	<b>1,908</b>	<b>20,843</b>	<b>200</b>	<b>1,230</b>	<b>138,846</b>	<b>2,289,953</b>	<b>2,435,771</b>	

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Notes:

- Incurred But Not Reported (IBNR), Incurred but not enough reported [IBNER] claims should be included in the amount for
- Claims includes specific claims settlement cost but not expenses of management
- The surveyor fees, legal and other expenses shall also form part of claims cost.
- Claims cost should be adjusted for estimated salvage value if there is a sufficient certainty of its realisation.