

State of the Line: Inland Marine Insurance

The U.S. inland marine insurance industry achieved a net combined ratio (NCR) of 84.2 in 2024, continuing a streak of 20 consecutive years of underwriting profitability and outperformed the broader property/casualty (P/C) industry. The inland marine direct combined ratio in 2024 was below 100 for every state including the District of Columbia and Puerto Rico with the exception of New Mexico at 104.9.

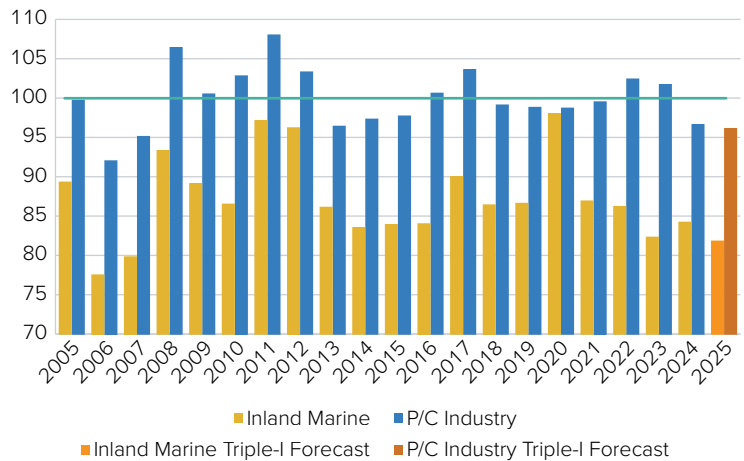
Insurers' underwriting profitability is measured by a combined ratio, which is calculated by dividing the sum of incurred claim-related losses and expenses by premium. A combined ratio under 100 indicates a profit. A ratio above 100 indicates an underwriting loss. NCR and net premiums written (NPW) growth rates for inland marine insurance are analyzed, forecasted and reported at Triple-I's quarterly [members-only webinars](#). Figure 1 includes the Triple-I 2025 NCR forecast as of January 2026 for the inland marine line and the P/C industry.

Premium

NPW for inland marine grew by 8.4%, below the P/C industry for the eighth time in the past 20 years. This follows a -4.5% contraction in 2020 due to travel, transportation and construction shutdowns driven by the COVID-19 pandemic. Figure 2 includes the Triple-I 2025 NPW growth rate forecast as of January 2026 for inland marine and the P/C industry.

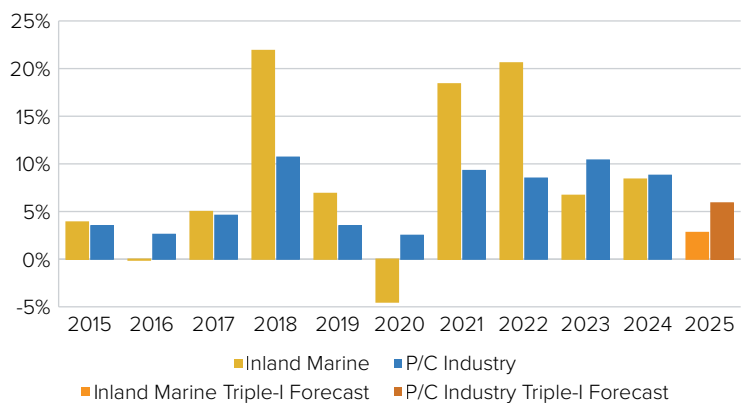
Inland marine insurance serves as a "catch-all" for goods in transit and specialized property, covering a vast spectrum of physical damage perils. The line is approximately [80% commercial](#), encompassing transported goods, construction sites and bridges, while the remaining 20% encompasses personal items such as jewelry and other niche luxuries. Most state regulations do not require commercial coverage filings for inland marine by individual companies, relying instead on loss costs filed by the [American Association of Insurance Services](#) and other advisory organizations.

Figure 1: Net Combined Ratio, 2005-2025



Source: S&P Global Market Intelligence, as of January 2026

Figure 2: Net Written Premium Growth Rate, 2015-2025



Source: S&P Global Market Intelligence, as of January 2026

Lack of exposure data reporting, paired with the variety of insured risks, creates challenges in understanding the drivers of changes in exposures, claims and losses over time. Several sources were reviewed to better understand these metrics, including federal government sources such as the Federal Reserve, Department of Transportation, Bureau of Labor Statistics as well as non-government sources such as Solar Energy Industries Association, Jewelers Security Alliance and [fine art data](#).

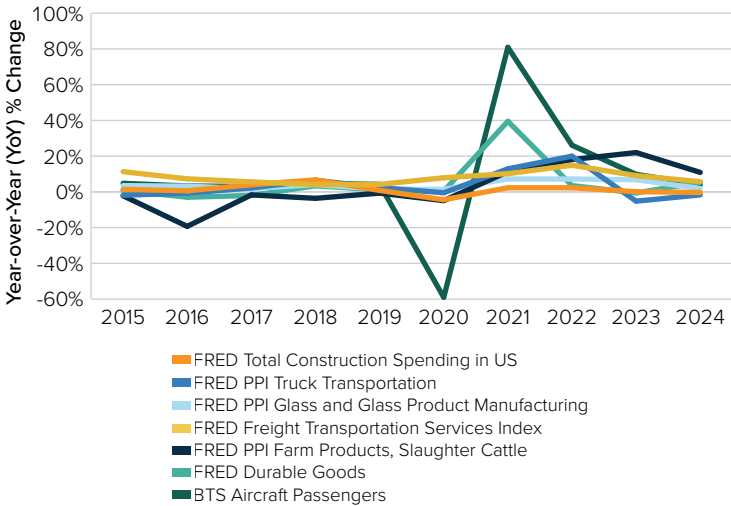
To better understand patterns in premium, direct written premium variations for inland marine from 2014 to 2025 were compared to changes in predominantly commercial macroeconomic data such as construction spending, freight transportation services, truck transportation prices, cattle prices, glass product manufacturing prices, as well as predominantly personal macroeconomic data such as the value of durable goods and air traffic passenger volumes.

Such indicators show a strong correlation of 0.93 with premium changes, based on a weighting methodology that analyzes 80% of the average year-over-year (YoY) changes in commercial macroeconomic coverage, plus 20% of the average YoY variations in personal macroeconomic coverage. This correlation is much higher than any of these measures individually, as shown in Figure 3A and Figure 3B. It should also be noted this correlation varies by insurance carrier depending on their underwriting appetite.

Direct Incurred Loss Ratios

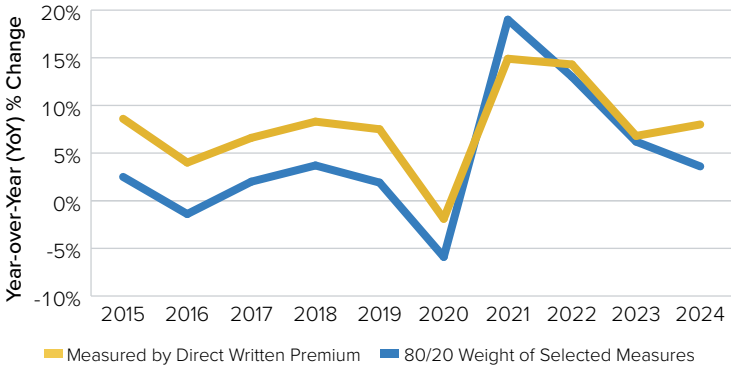
Inland marine insurance comprises approximately one third of commercial property premiums, trailing just behind fire and allied insurance. Therefore, it is unsurprising the quarterly direct incurred loss ratio for inland marine follows a similar pattern to commercial property, as shown in Figure 4. Exceptions to this trend include every quarter three result of the past five years, reflecting extreme weather events more impactful on other sublines including fire and allied, crop and flood insurance.

Figure 3A: Change in Premium, 2015-2024



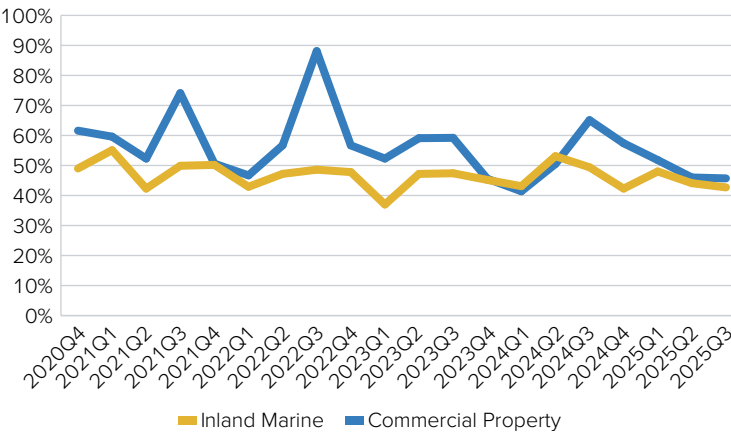
Source: S&P Global Market Intelligence, Federal Reserve Economic Data, U.S. Department of Agriculture Economic Research Service, as of January 2026

Figure 3B: Change in Premium, 2015-2024



S&P Global Market Intelligence, as of January 2026

Figure 4: Quarterly Direct Incurred Loss Ratios, 2020Q4 to 2025Q3



Source: S&P Global Market Intelligence, as of January 2026

Frequency

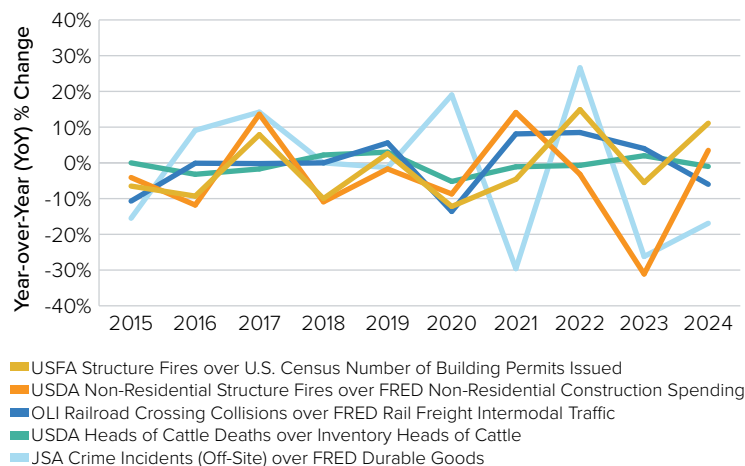
Insurance carriers report claim volume through Schedule P of their annual statements. Unfortunately, claims counts are not included for commercial property line reports, making it difficult to assess frequency and severity trends. To overcome this discrepancy, several external proxies were analyzed based on a similar analysis used to assess the premium changes above.

Changes in frequency were analyzed using volumes such as private investment in equipment dollars, number of building permits, employment in the construction and transportation industries, counts of non-residential fires, freight traffic, heads of cattle and the value of durable goods as proxies for exposure while using incidents such as building fires, railroad collisions, cattle mortality and jewelry firm crimes as proxies for claim counts.

Individually, it is difficult to ascertain the relationship between these measures and the coverage mix within inland marine insurance. However, weighing them together with the same 80/20 methodology reveals a high correlation of 0.77 with changes in nominal GDP as the proxy for exposure from 2015 to 2024, as shown in Figure 5A and Figure 5B. This correlation is indicative of a line of insurance sensitive to economic conditions and not moral hazard.

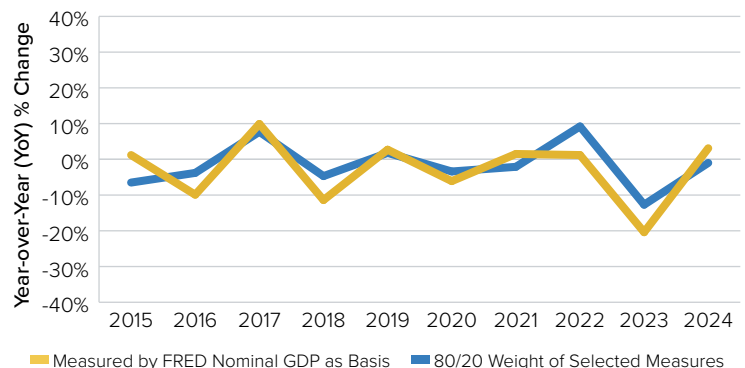
Though other potential sources were reviewed, including cargo and cargo theft reporting by the Federal Bureau of Investigation, solar panel installations and hail damage, fine art transactions and stolen art pieces, not all data was available, nor was it consistent and reliable from 2015 to 2024.

Figure 5A: Frequency Estimates, 2015-2024



Source: S&P Global Market Intelligence, Federal Reserve Economic Data (FRED), U.S. Department of Agriculture (USDA), U.S. Census, U.S. Fire Administration (USFA), Bureau of Economic Analysis, Jewelry Security Alliance (JSA), Operation Lifesaver Inc. (OLI) as of February 2026

Figure 5B: Frequency Estimates, 2015-2024



S&P Global Market Intelligence, as of January 2026

Severity

Severity was modeled by evaluating the available average value of losses among the proxies for claims used to assess frequency and the proxies for exposures used to assess premium growth rates. Weighing the averages of these measures together using the same 80/20 methodology generated a high correlation of 0.76 with the YoY changes in the ratio of direct incurred loss to nominal GDP from 2015 to 2024, as shown in Figure 6A and Figure 6B. This is an expected correlation of a property damage line of insurance tied to the tangible economy rather than a liability book derailed by the impacts of legal system abuse.

Market Competition

The U.S. Department of Justice considers markets with an [Herfindahl-Hirschman Index \(HHI\)](#) between 1,000 and 1,800 to be moderately concentrated, and those with an HHI above 1,800 to be highly concentrated. From 2015 to 2024, the HHI for inland marine decreased at a compound annual growth rate (CAGR) of -4.9%. Every state, as well as the District of Columbia and Puerto Rico, achieved an HHI below the 1,800 threshold in 2024. California, Texas, Florida and New York generate the largest direct written premium volume of inland marine insurance, comprising over a third of the countrywide total. The least concentrated states as measured by HHI are Maryland, South Carolina and Utah.

In 2024, reporting for pet insurance – traditionally a subset of inland marine insurance – was separated, contributing to inland marine’s low market concentration. At 1,700, the 2024 countrywide HHI for pet insurance is higher than that of inland marine in its entirety for any jurisdiction.

Figure 6A: Severity Estimates, 2015-2024

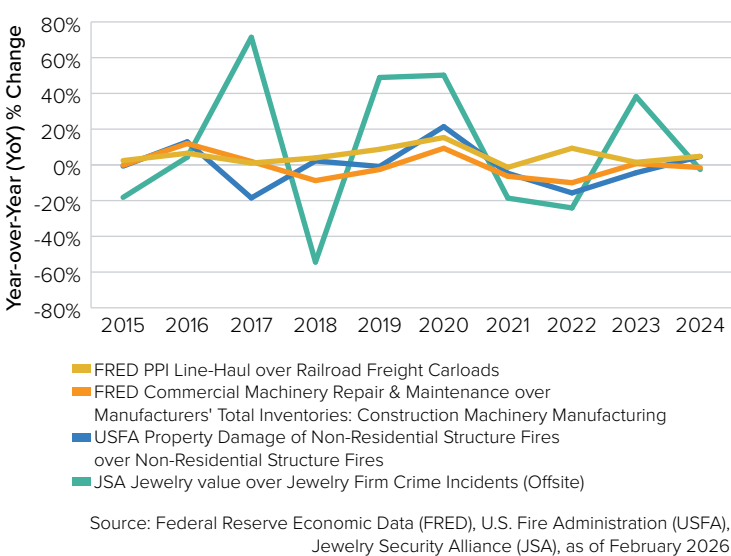


Figure 6B: Severity Estimates, 2015-2024



Figure 7: Herfindahl-Hirschman Index, 2015-2024

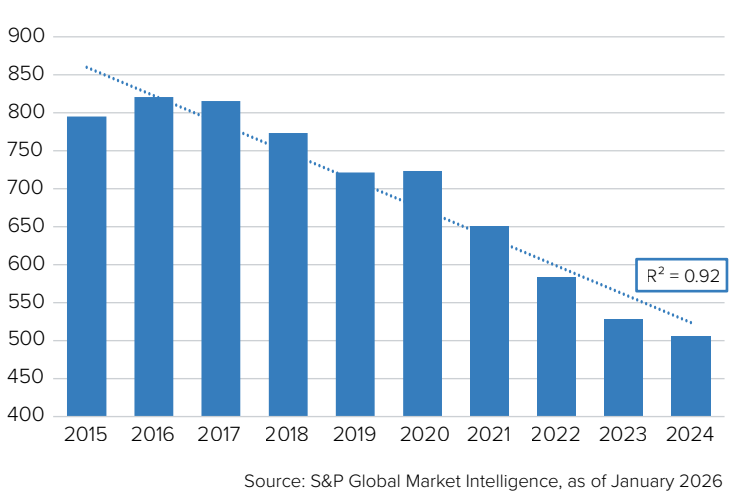


Figure 8 highlights the top 10 writers of inland marine insurance nationally in 2024, as well as reflects how these rankings change when excluding pet insurance. Across the U.S., Trupanion Inc. maintained the largest direct written premium volume for pet insurance in 33 states, including the District of Columbia and Puerto Rico, followed by Nationwide Mutual Group in 18 states. Independence American Insurance Company, though absent from Figure 8, ranks 3rd by direct written premium volume in pet insurance. It should be noted that some states have only 10 insurance carriers with positive direct written premium growth in pet insurance in 2024.

Figure 8: Top 10 Writers of Inland Marine Insurance in U.S., 2024 (\$millions)

	Combined			Inland Marine w/o Pet Insurance			Pet Insurance		
Ultimate Parent Name	Rank	DWP	Share	Rank	DWP	Share	Rank	DWP	Share
Liberty Mutual Holding Company Inc.	1	\$4,510	11.6%	1	\$4,493	13.1%	12	\$17	0.4%
Loews Corporation	2	\$2,891	7.4%	2	\$2,891	8.4%	N/A	\$0	0.0%
Allianz SE	3	\$2,583	6.6%	3	\$2,583	7.5%	N/A	\$0	0.0%
Chubb Limited	4	\$2,261	5.8%	4	\$1,841	5.4%	4	\$420	9.1%
American International Group, Inc.	5	\$1,524	3.9%	5	\$1,524	4.4%	N/A	\$0	0.0%
Zurich Insurance Group AG	6	\$1,512	3.9%	6	\$1,512	4.4%	20	\$1	0.0%
Nationwide Mutual Group	7	\$1,447	3.7%	20	\$425	1.2%	2	\$1,022	22.0%
Assurant Inc.	8	\$1,180	3.0%	7	\$1,180	3.4%	N/A	\$0	0.0%
Factory Mutual Insurance Company	9	\$1,108	2.8%	8	\$1,108	3.2%	N/A	\$0	0.0%
Trupanion Inc.	10	\$1,093	2.8%	N/A	\$0	0.0%	1	\$1,093	23.6%
The Travelers Companies, Inc.	11	\$989	2.5%	9	\$989	2.9%	N/A	\$0	0.0%
State Farm Mutual Automobile Insurance Company	12	\$885	2.3%	10	\$885	2.6%	N/A	\$0	0.0%