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PLEASE QUOTE OUR REF:

May 13, 2016

The Energy Commission
c/o The Ministry of Energy, Telecommunications and E-Commerce
PO Box HM 101
Hamilton, HM AX

Attention: Mr. Michael Leverock, Chairman

TARIFF FILING

Dear Mr. Leverock,

This is to advise you that we wish to make the following changes to the fuel adjustment rate ("FAR") and Commercial renewable system excess energy rate ("CRSEER"):

1. FAR - **Maintain** the existing rate of 7.65 cents per kilowatt-hour sold for June 2016; **and**
2. CRSEER - **Decrease** from 12.59 cents per kilowatt-hour for May 2016 to 12.50 cents per kilowatt-hour for all meters read during the month of June 2016.

The CRSEER represents the rate BELCO will pay commercial owners for excess energy they have generated but not consumed and have exported to BELCO.

As directed by the Energy Commission in accordance with Schedule 1 Paragraph 16 of the Energy Act 2009, our submission in support of this request is attached for your review.

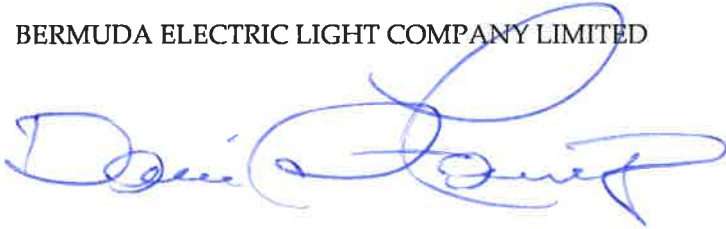
The actual fuel adjustment cost recovery position as at 30th April, 2016 was \$1,370,562 over recovered as compared to the projected \$1,300,580 over recovery position projected in March. The \$69,982 favorable variance is due to:

- The total actual barrels of fuel consumed in March were 4,011 barrels lower than projected resulting in a **positive** impact on the recovery position of \$118,782;
- Net price variance **negatively** impacted the recovery position by \$2,361;
- Actual March electric sales were 57,139 KWH's lower than projected. This variance resulted in a net **negative** impact on the fuel recovery position of \$6,052; and
- Fuel interest finance cost incurred in March **negatively** impacted the recovery position by \$40,387.

As always, we are available to meet with the Energy Commission to discuss our FAR submission. We will continue to monitor our projections to ensure that our submitted FAR requests enable us to achieve a break-even position on fuel costs. Should you have any questions concerning the above, please do not hesitate to contact us.

Yours sincerely,

BERMUDA ELECTRIC LIGHT COMPANY LIMITED

A handwritten signature in blue ink, appearing to read "David Faries", with a large, stylized flourish above the name.

David Faries, CPA, CA, JP
Vice President, Finance & Group Controller



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

FOR PUBLIC DISCLOSURE

June 2016

This information is provided to the Bermuda Energy Commission as directed by them on December 30, 2013, in accordance with Schedule 1, Paragraph 16 of the Bermuda Energy Act 2009. This information should be read in conjunction with documents filed by Ascendant Group Limited with the Bermuda Stock Exchange. Please refer to the Company's website at www.belco.bm for further information describing Bermuda Electric Light Company Limited. In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Fuel Adjustment Submission

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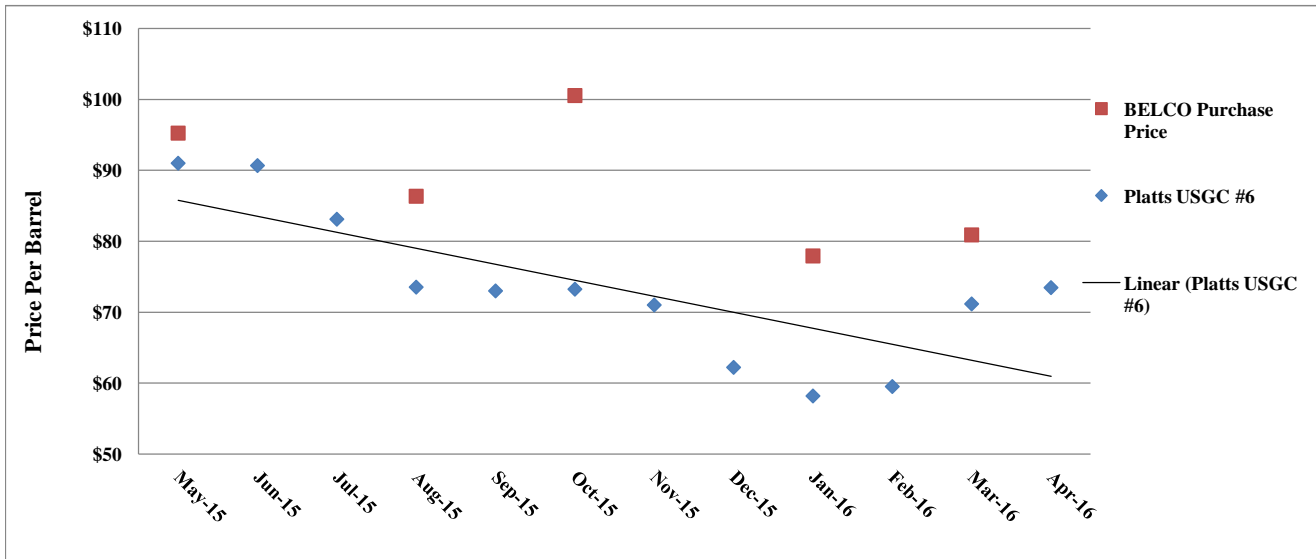


Heavy Fuel Oil Purchased

Versus

Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil

Previous Twelve Months

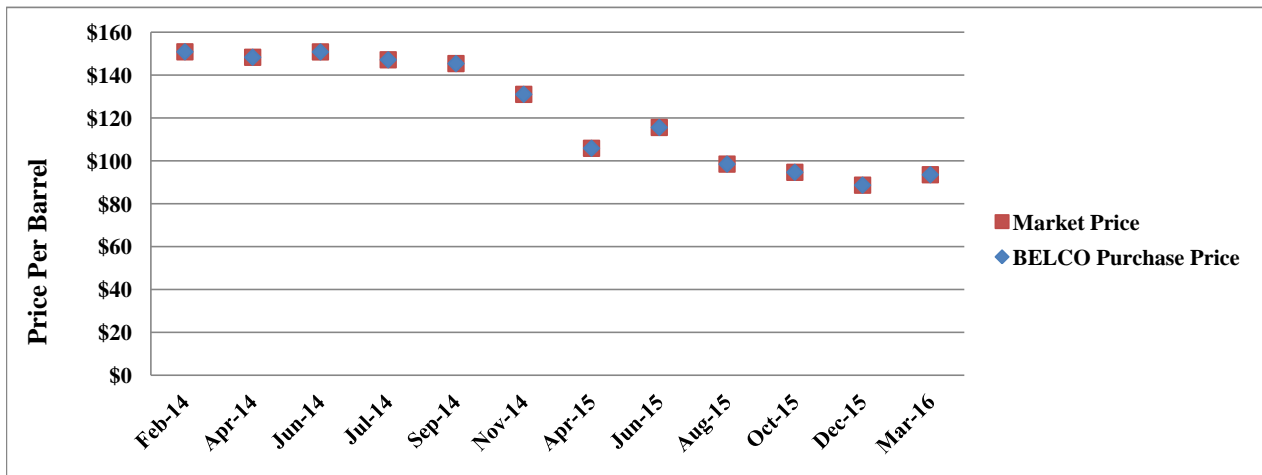


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil.



Diesel Fuel Oil Purchased

Previous Twelve Months



N.B. In accordance with the Fuel Supply Agreement for No. 2 Diesel Oil between BELCO and Coral Petroleum Company Limited, the contracted price is stipulated as the Platt's U.S. Gulf Coast Waterborne mid Ultra Low Sulfur Diesel, 3-day average center Bill of Lading Date which is the date the fuel is loaded on to the vessel. As BELCO does not enter into forward contracts for the supply of diesel fuel, the price BELCO pays is equal to the Platt's price.

BELCO

Heavy Fuel Oil Inventory Activity

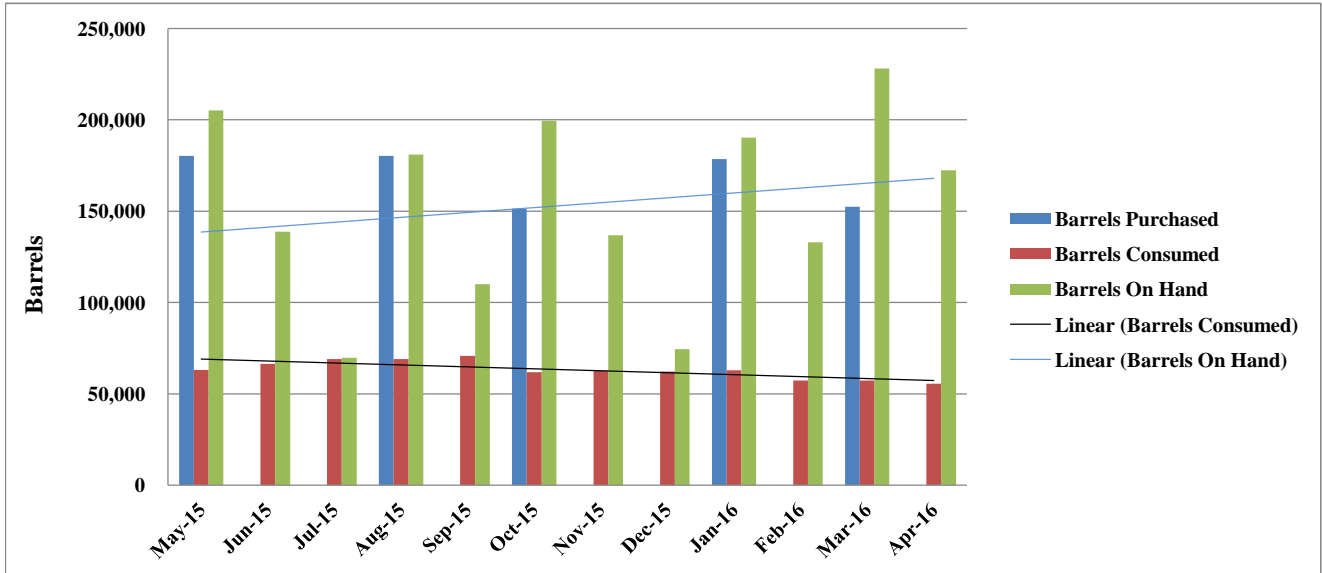
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
May, 2015	180,228.50	63,163.00	205,171.72
June, 2015	-	66,399.00	138,772.72
July, 2015	-	69,022.00	69,750.72
August, 2015	180,297.11	69,125.00	180,922.83
September, 2015	-	70,852.00	110,070.83
October, 2015	151,329.70	61,874.55	199,525.98
November, 2015	-	62,737.00	136,788.98
December, 2015	-	62,251.00	74,553.17
January, 2016	178,534.67	62,874.00	190,213.84
February, 2016	-	57,254.00	132,959.84
March, 2016	152,460.51	57,382.00	228,038.35
April, 2016	-	55,652.00	172,386.35



Graph of Heavy Fuel Oil Inventory Activity

Previous Twelve Months





Diesel Fuel Oil Inventory Activity

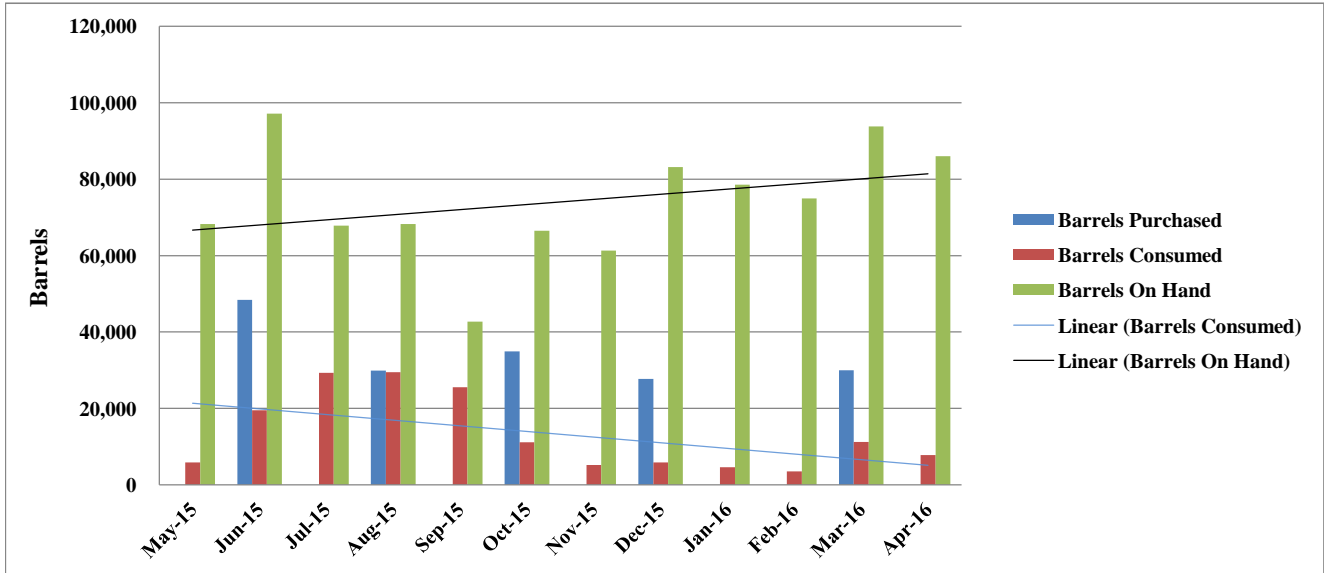
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
May, 2015	-	5,914.00	68,232.91
June, 2015	48,413.33	19,525.00	97,121.24
July, 2015	-	29,286.00	67,835.24
August, 2015	29,940.60	29,499.00	68,276.84
September, 2015	-	25,552.00	42,724.84
October, 2015	34,952.60	11,171.00	66,506.44
November, 2015	-	5,216.00	61,290.44
December, 2015	27,725.60	5,874.00	83,142.70
January, 2016	-	4,594.07	78,548.63
February, 2016	-	3,566.00	74,982.63
March, 2016	30,023.88	11,234.65	93,771.86
April, 2016		7,806.00	85,965.86



Graph of Diesel Fuel Oil Inventory Activity

Previous Twelve Months





Heavy Fuel Oil Costs Per Shipment

In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Diesel Fuel Oil Costs Per Shipment

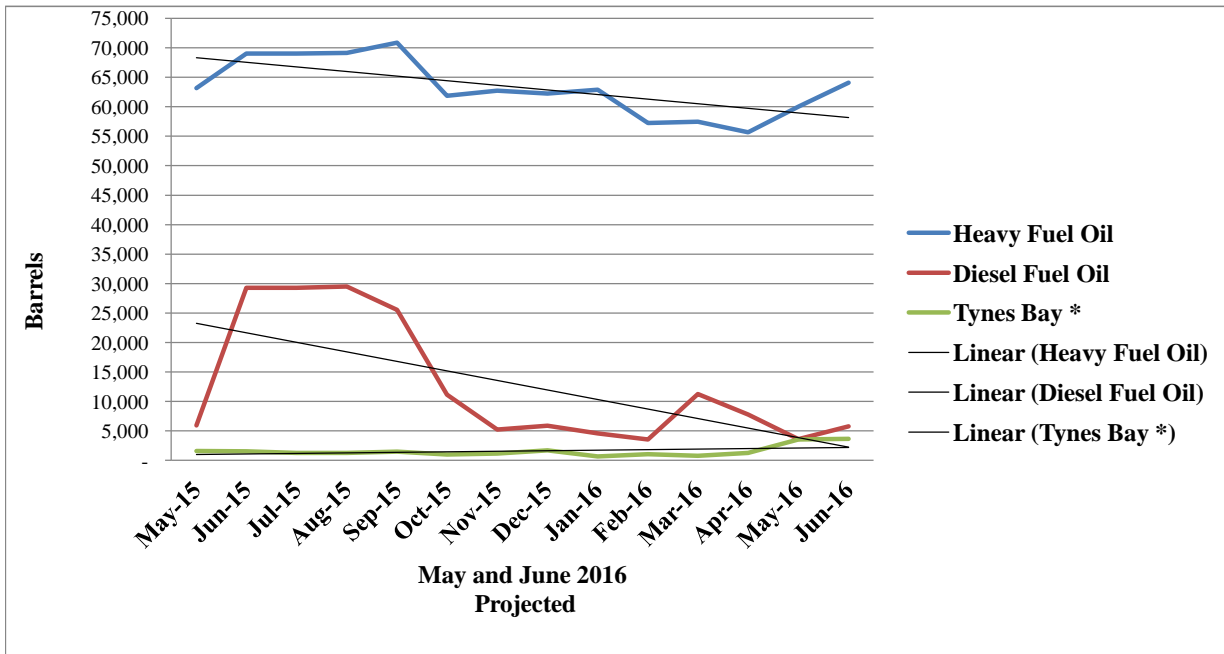
In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Barrels of Fuel Consumed

Previous Twelve Months

Plus Two Month Forward Projection



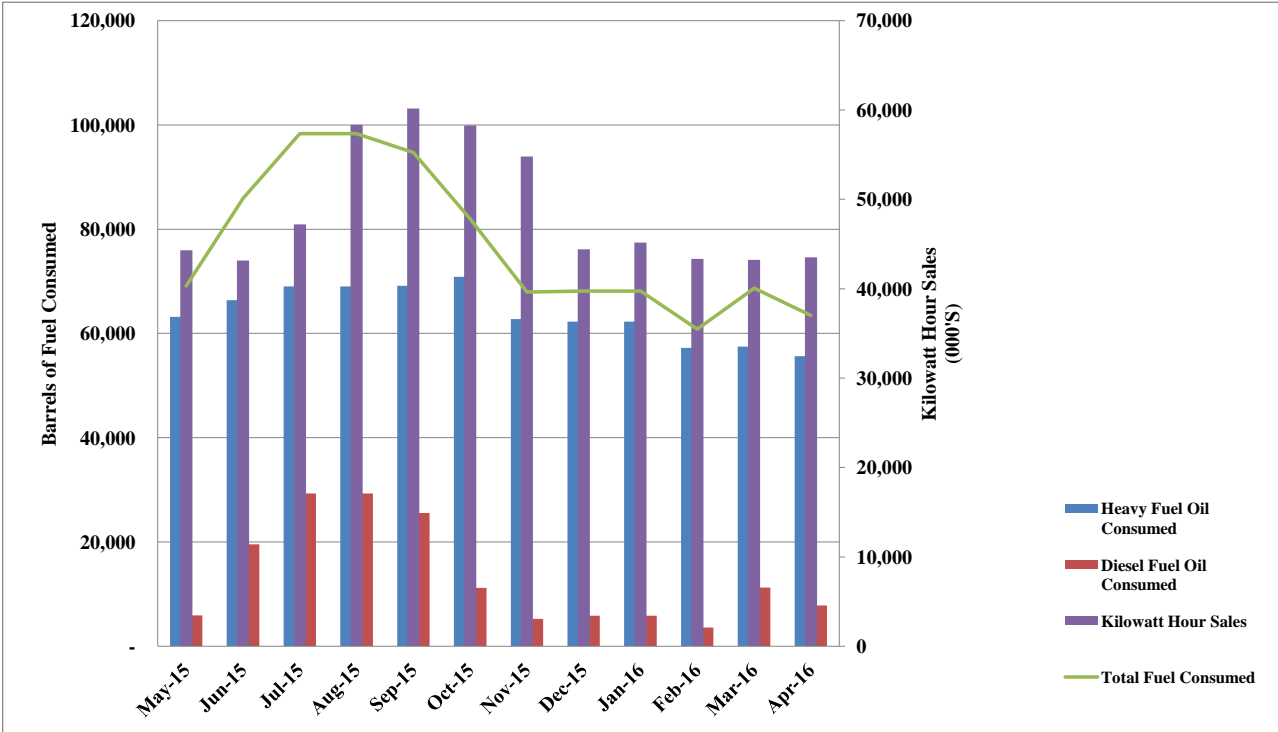
* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay as the amount of kilowatt hours delivered by Tynes Bay to BELCO divided by this budgeted efficiency rating.



Fuel Consumption

Versus

Kilowatt Hour Sales

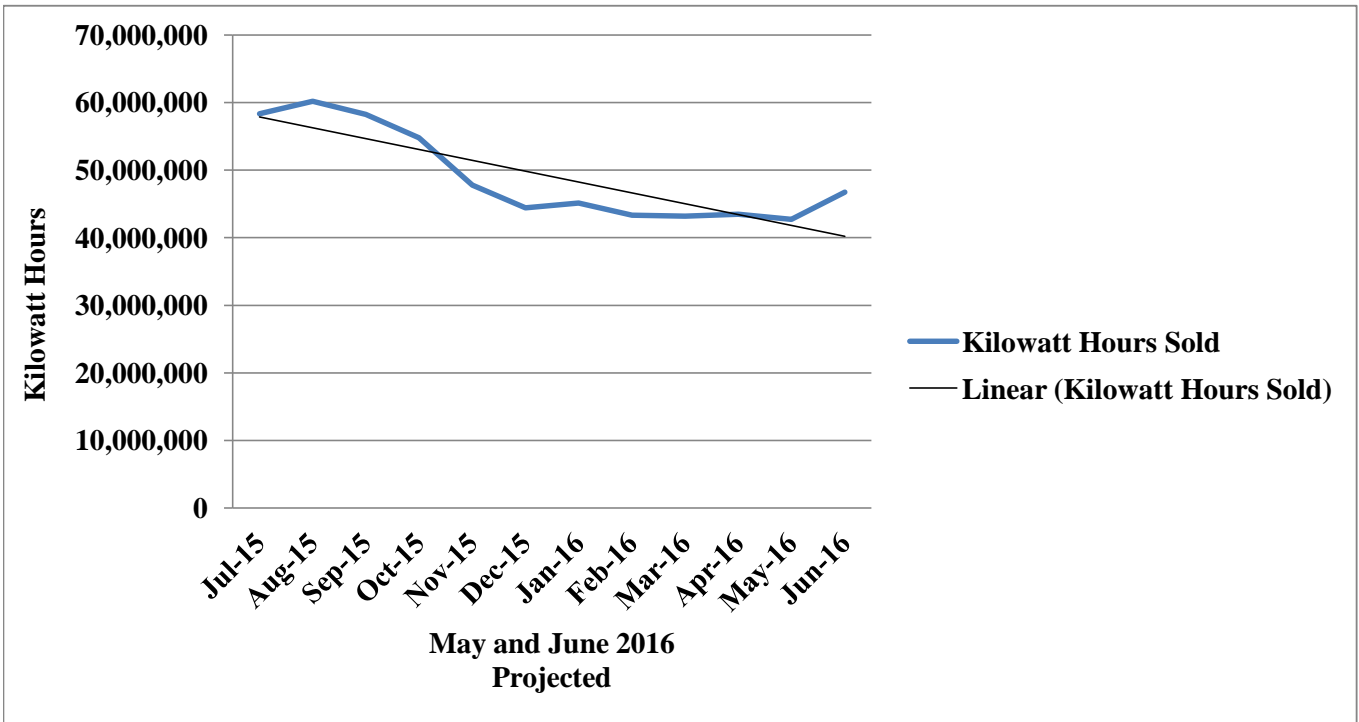




Kilowatt Hour Sales

Previous Twelve Months

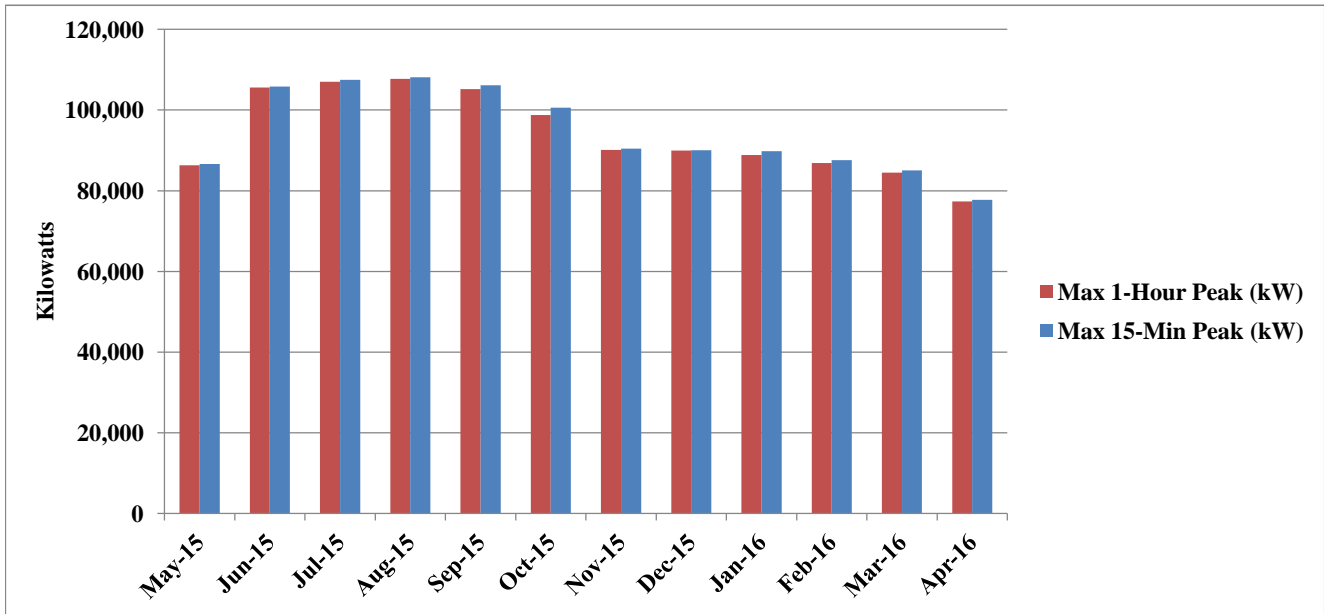
Plus Two Month Forward Projection





Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months

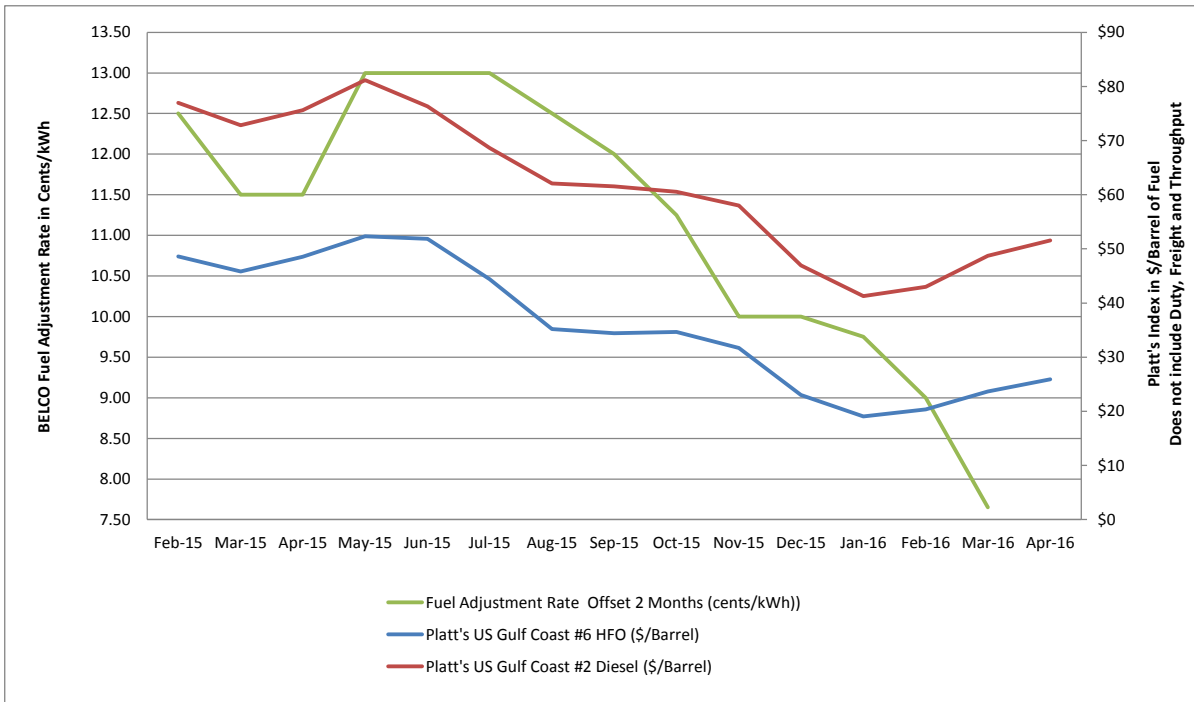




Fuel Adjustment Rate

Versus

Platt's Indices for Heavy and Diesel Fuel Oils



BELCO

Fuel Adjustment Over / (Under) Recovery

For the Month Ended 30th April 2016

	\$	\$	\$
Opening Balance at 1 April 2016			334,393
<u>Fuel Consumption</u>			
Diesel -1,070.08 @ \$98.5940	105,503		
Diesel -6,735.92 @ \$94.7667	638,341		
Less: Fuel Consumption @ \$30/bbl	<u>(234,180)</u>	509,664	
Heavy - 17,043.17 bbls @ \$67.5418	1,151,126		
Heavy - 38,608.83 bbls @ \$65.5166	2,529,519		
Less: Fuel Consumption @ \$30/bbl	<u>(1,669,560)</u>	2,011,085	
Tynes Bay - 926,056 kWh @ \$0.185	171,320		
Less: (926,056 kWh /726.9) 1,273.98 bbls @ \$30/bbl	<u>(38,219)</u>	133,101	
		<u>2,653,850</u>	
Deduct: Fuel Adjustment Revenue (after discount)			
	\$3,913,763 @ .95315	<u>3,730,404</u>	
March over / (under) recovery			1,076,554
Interest Expense			(40,387)
Ending Balance at 30 April 2016			<u>1,370,559</u>

BELCO

Fuel Consumption Projections

Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
January 16	Heavy	No	19,925.84	65.5166	35.5166
March 16	Heavy	Yes	30,000.00	88.7492	58.7492
March 16	Heavy	Yes	30,000.00	88.5872	58.5872
March 16	Heavy	Yes	30,000.00	85.4991	55.4991
March 16	Heavy	No	62,460.51	71.2312	41.2312
June 2016	Heavy	Yes	30,000.00	86.0591	56.0591
October 15	Diesel	No	28,216.68	94.7667	64.7667



Fuel Adjustment Over/(Under) Recovery Projections

At Existing Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:					\$ 1,370,559
Projected kWh Sales - May 2016	42,738,337		At 7.65 FADJ	@ 95315 (discount)	\$ 3,116,308
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	October 2015	3,207	\$ (64.77)	\$ (207,706.81)
	Heavy	January 2016	19,926	\$ (35.52)	\$ (707,703.77)
	Heavy	March 2016	30,000	\$ (58.75)	\$ (1,762,476.00)
	Heavy	March 2016	11,312	\$ (58.59)	\$ (662,738.41)
	Tynes Bay	N/A	3,543	\$ (102.85)	\$ (364,428.28)
	Total Barrels		67,988		(588,746)
Projected Over (Under) Recovery account as at end of this month:					781,814
Projected kWh Sales - June 2016	46,728,561		At 7.65 FADJ	@ 95315 (discount)	\$ 3,407,259
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	October 15	7,164	\$ (64.77)	\$ (463,988.64)
	Heavy	March 2016	18,688	\$ (58.59)	\$ (1,094,877.59)
	Heavy	March 2016	30,000	\$ (55.50)	\$ (1,664,973.00)
	Heavy	March 2016	12,496	\$ (41.23)	\$ (515,225.08)
	Tynes Bay	N/A	3,634	\$ (95.36)	\$ (346,523.93)
	Total Barrels		71,982		(678,330)
Projected Over (Under) Recovery account as at end of this month:					103,484
Projected kWh Sales - July 2016	55,991,114		At 7.65 FADJ	@ 95315 (discount)	\$ 4,082,647
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	October 2015	16,965	\$ (64.77)	\$ (1,098,767.07)
	Heavy	March 2016	49,965	\$ (41.23)	\$ (2,060,096.70)
	Heavy	June 2016	26,463	\$ (56.06)	\$ (1,483,519.43)
	Tynes Bay	N/A	3,753	\$ (95.41)	\$ (358,124.58)
	Total Barrels		97,146		(917,861)
Projected Over (Under) Recovery account as at end of this month:					(814,377)



Fuel Adjustment Over/(Under) Recovery Projections

At Requested Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:						\$ 1,370,559
Projected kWh Sales - May 2016	42,738,337		At 7.65 FADJ	@ 95315 (discount)	\$ 3,116,308	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 2015	3,207	\$ (64.77)	\$ (207,706.81)	
	Heavy	January 2016	19,926	\$ (35.52)	\$ (707,703.77)	
	Heavy	March 2016	30,000	\$ (58.75)	\$ (1,762,476.00)	
	Heavy	March 2016	11,312	\$ (58.59)	\$ (662,738.41)	
	Tynes Bay	N/A	3,543	\$ (102.85)	\$ (364,428.28)	
	Total Barrels		67,988			(588,746)
Projected Over (Under) Recovery account as at end of this month:						781,814
Projected kWh Sales - June 2016	46,728,561		At 7.65 FADJ	@ 95315 (discount)	\$ 3,407,259	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 15	7,164	\$ (64.77)	\$ (463,988.64)	
	Heavy	March 2016	18,688	\$ (58.59)	\$ (1,094,877.59)	
	Heavy	March 2016	30,000	\$ (55.50)	\$ (1,664,973.00)	
	Heavy	March 2016	12,496	\$ (41.23)	\$ (515,225.08)	
	Tynes Bay	N/A	3,634	\$ (95.36)	\$ (346,523.93)	
	Total Barrels		71,982			(678,330)
Projected Over (Under) Recovery account as at end of this month:						103,484
Projected kWh Sales - July 2016	55,991,114		At 9.25 FADJ	@ 95315 (discount)	\$ 4,936,534	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 2015	16,965	\$ (64.77)	\$ (1,098,767.07)	
	Heavy	March 2016	49,965	\$ (41.23)	\$ (2,060,096.70)	
	Heavy	June 2016	26,463	\$ (56.06)	\$ (1,483,519.43)	
	Tynes Bay	N/A	3,753	\$ (95.41)	\$ (358,124.58)	
	Total Barrels		97,146			(63,974)
Projected Over (Under) Recovery account as at end of this month:						39,510



Fuel Adjustment Over/(Under) Recovery Projections

At Requested Fuel Adjustment Rate - Full Cost

Three Months Forward

Projected Over (Under) Recovery account as at end of May:						\$ 781,814
Projected kWh Sales - June 2016	46,728,561		At 12.50 FADJ	@ 95315 (discount)	\$ 5,567,416	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 15	7,164	\$ (94.77)	\$ (678,908.64)	
	Heavy	March 2016	18,688	\$ (88.59)	\$ (1,655,517.59)	
	Heavy	March 2016	30,000	\$ (85.50)	\$ (2,564,973.00)	
	Heavy	March 2016	12,496	\$ (71.23)	\$ (890,105.08)	
	Tynes Bay	N/A	3,634	\$ (125.36)	\$ (455,544.00)	
	Total Barrels		71,982			(677,632)
Projected Over (Under) Recovery account as at end of this month:						104,181
Projected kWh Sales - July 2016	55,991,114		At 14.71 FADJ	@ 95315 (discount)	\$ 7,850,423	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 2015	16,965	\$ (94.77)	\$ (1,607,717.07)	
	Heavy	March 2016	49,965	\$ (71.23)	\$ (3,559,032.00)	
	Heavy	June 2016	26,463	\$ (86.06)	\$ (2,277,424.13)	
	Tynes Bay	N/A	3,753	\$ (125.41)	\$ (470,728.80)	
	Total Barrels		97,146			(64,479)
Projected Over (Under) Recovery account as at end of this month:						39,702



Generators Available for Service

April 2016

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	5417	674
E2	Yes	HFO	9165	678
E3	Yes	HFO	2050	737
E4	Yes	HFO	4451	709
E5	Yes	HFO	10205	701
E6	Yes	HFO	9903	713
E7	Yes	HFO	9026	699
E8	Yes	HFO	11421	741
D3	Yes	LFO	1248	610
D8	Yes	LFO	936	621
D10	Yes	LFO	1903	605
D14	Yes	LFO	94	600
GT4	Yes	LFO	143	209
GT5	Yes	LFO	79	415
GT6	Yes	LFO	40	457
GT7	Yes	LFO	34	442
GT8	Yes	LFO	12	446

* Efficiency Rating = Amount of kilowatt hours generated per barrel consumed



Generators Out of Service

April 2016

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
D3	Electrical System	MO	MO Due to Tracking on Main Breaker	04/28/16	04/29/16
E6	Auxiliary Systems	FO (Immediate)	Nozzle cooling water leak RHS after the T on the elbow pipe is cracked	04/25/16	04/25/16
E4	Main Engine	MO	cylinder and C.A. cooler leaks	04/25/16	NULL
E6	Electrical System	FO (Immediate)	Unit forced out due to SSB Upper Bus Bar A Phase bus Zone Protection as a result of Red phase bus Bar Support Bushing failure.	04/24/16	04/24/16
D3	Electrical System	FO (Immediate)	Unit forced out due to SSB north Upper Phase A Bus Zone Protection operated. due to Red Phase support Bushing failure.	04/24/16	04/24/16
E6	Main Engine	FO (Immediate)	main nozzle cooling pipe cracked	04/23/16	04/23/16
E5	Auxiliary Systems	MO	Unit out to replace cracked fuel manifold pipe LHS.	04/23/16	04/23/16
E3	Main Engine	MO	Pedestal bearing inspection	04/22/16	04/24/16
E8	Main Engine	MO	E8 cyl 3B articulated head replacement	04/21/16	04/21/16
E7	Auxiliary Systems	MO	Cyl 3A rocker supply line	04/20/16	04/21/16
E6	Other Systems	FO (Immediate)	nozzle cooling leak	04/19/16	04/19/16
E3	Main Engine	MO	E3 Pedestal Bearing alignment	04/19/16	04/22/16
E2	Main Engine	FO (Immediate)	Cyl 6 not firing	04/19/16	04/19/16
E7	Main Engine	FO (Immediate)	Unit out to change ruptured JCW vent line on cylinder 1A.	04/16/16	04/16/16
E5	Electrical System	MO	MO for EMD to change out ACN Module	04/12/16	04/16/16
E2	Main Engine	MO	Unit out to repair SCW leak at charge air cooler.	04/10/16	04/11/16
E5	Main Engine	FO (Immediate)	FVCW and Charge air header strap.	04/07/16	04/07/16
E2	Main Engine	FO (Immediate)	Exhaust temp Hi on Cyl 3 suspect Exhaust v/v burning through	04/04/16	04/05/16
GT5	Main Engine	PO	alternator and turbine inspection	04/02/16	NULL
E1	Main Engine	FO (Immediate)	E1 forced out due to fuel pump lifting	04/01/16	04/01/16

BELCO

Scheduled Generator Maintenance

May 2016

Generator	Maintenance Type	Outage Date	Return Date
E1	6K Ongoing	04/18/16	05/09/16
E8	18K	05/09/16	06/07/16
GT5	Level A Service	05/10/16	05/14/16



Other Events Affecting the Fuel Adjustment Rate

- 1. Details of any insurance claims submitted by BELCO which directly impact the Fuel Adjustment Rate.**
No insured losses have been incurred by BELCO during the filing period that would result in a potential insurance
- 2. Any major events that have a direct impact on the Fuel Adjustment Rate.**
The increase in duty on fuel imports effective 1 April 2016 increases fuel adjustment rates.
- 3. Changes in Debt Facilities Affecting the Fuel Adjustment Rate.**
The current overdraft facility which expires on 30 June, 2016 has a maximum limit of \$21 million.