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PLEASE QUOTE OUR REF

April 18, 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 - **Decrease from the existing rate of 9.00 cents per kilowatt-hour sold for April 2016 to 7.65 cents per kilowatt-hour sold for May 2016; and**
2. CRSEER - **Decrease from 14.64 cents per kilowatt-hour for April 2016 to 12.59 cents per kilowatt-hour for all meters read during the month of May 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.

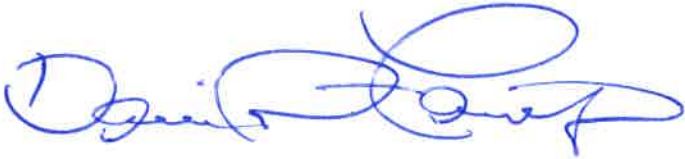
The actual fuel adjustment cost recovery position as at 31st March, 2016 was \$334,395 over recovered as compared to the projected \$158,257 over recovery position projected in March. The \$176,138 favorable variance is due to:

- The total actual barrels of fuel consumed in March were 1,749 barrels lower than projected resulting in a **positive** impact on the recovery position of \$113,474;
- Net price variance **negatively** impacted the recovery position by \$78,991;
- Actual March electric sales were 1,909,946 KWH's higher than projected. This variance resulted in a net **positive** impact on the fuel recovery position of \$175,296; and
- Fuel interest finance cost incurred in March **negatively** impacted the recovery position by \$33,641.

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 at the end.

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



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

FOR PUBLIC DISCLOSURE

May 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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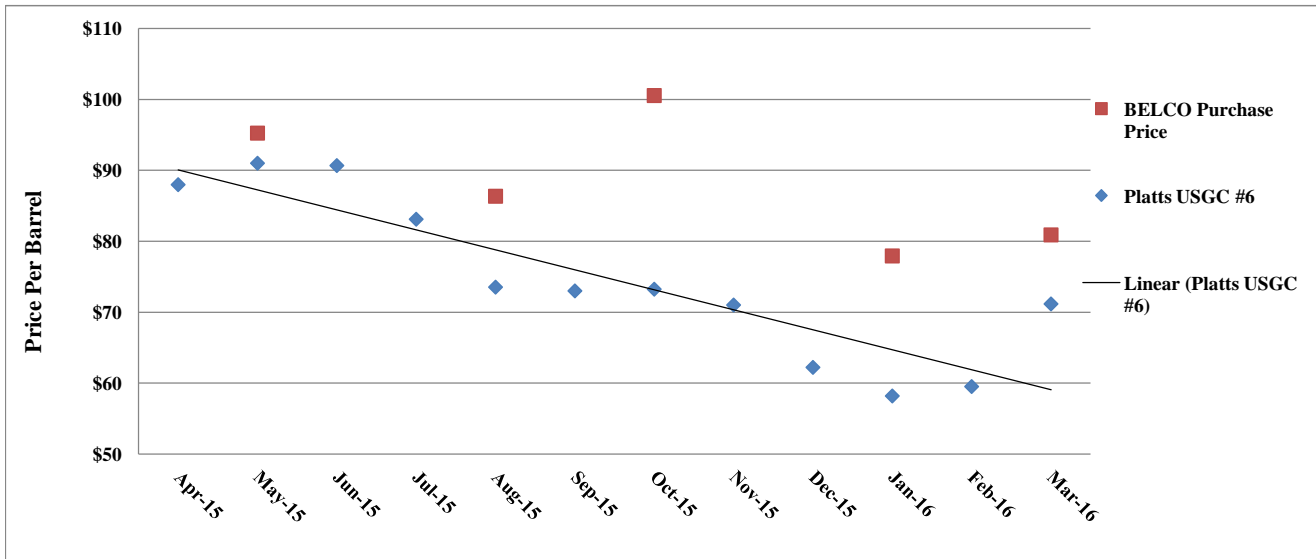


Heavy Fuel Oil Purchased

Versus

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

Previous Twelve Months

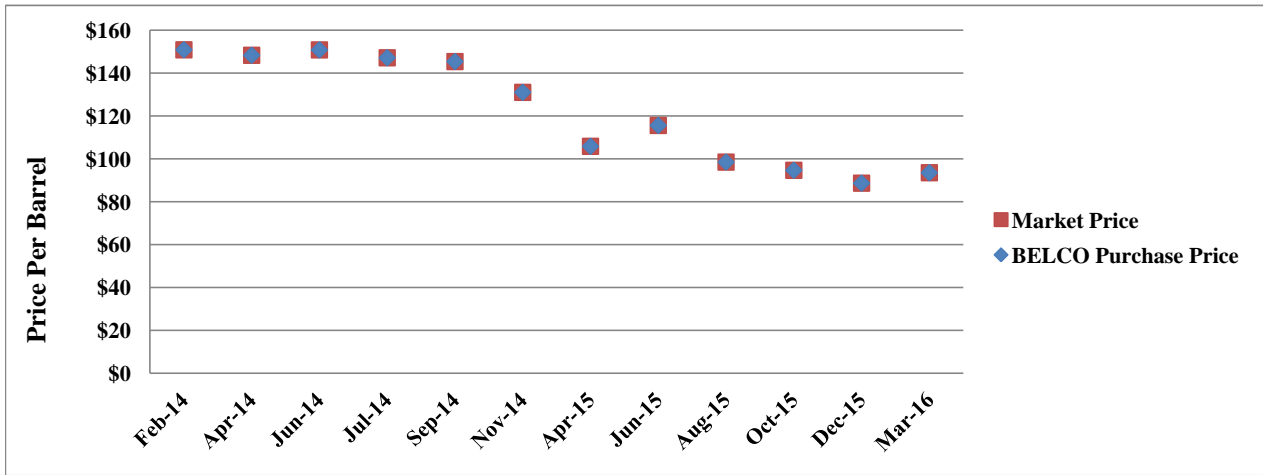


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel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

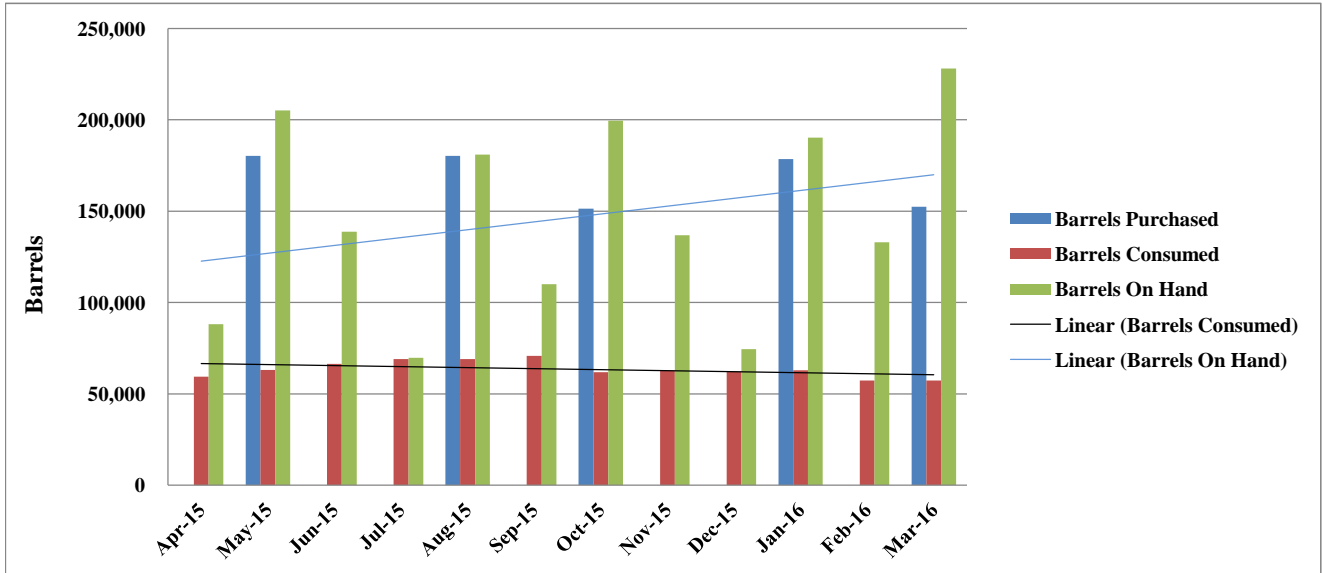
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
April, 2015	-	59,347.00	88,106.22
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



Graph of Heavy Fuel Oil Inventory Activity

Previous Twelve Months





Diesel Fuel Oil Inventory Activity

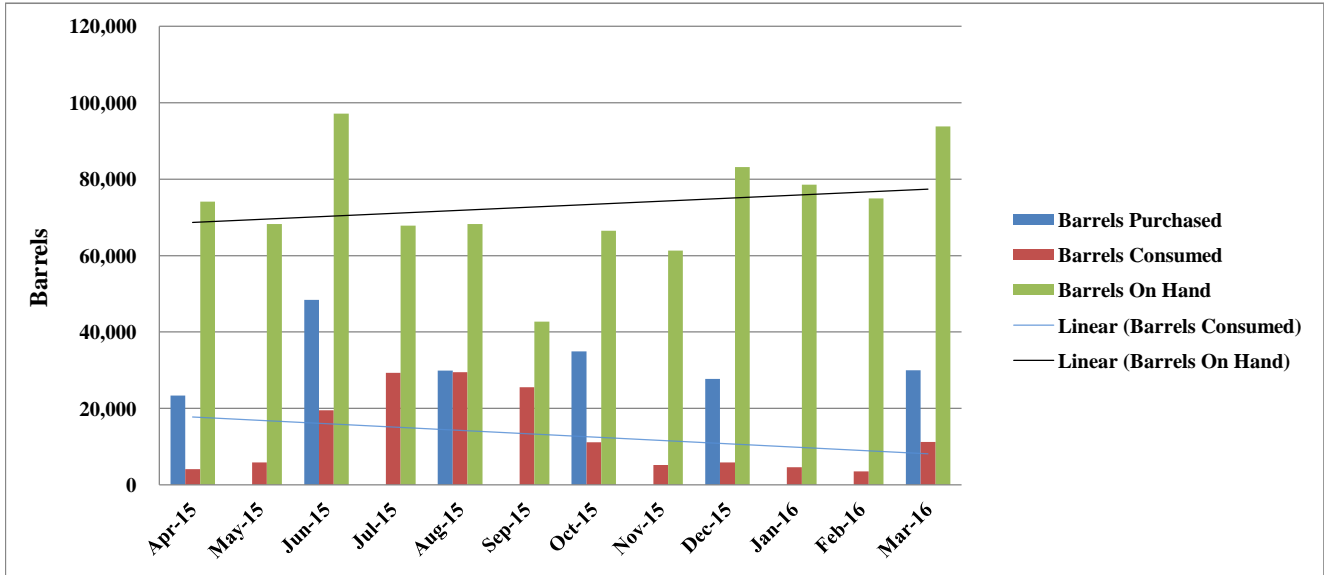
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
April, 2015	23,421.39	4,096.00	74,146.91
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



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

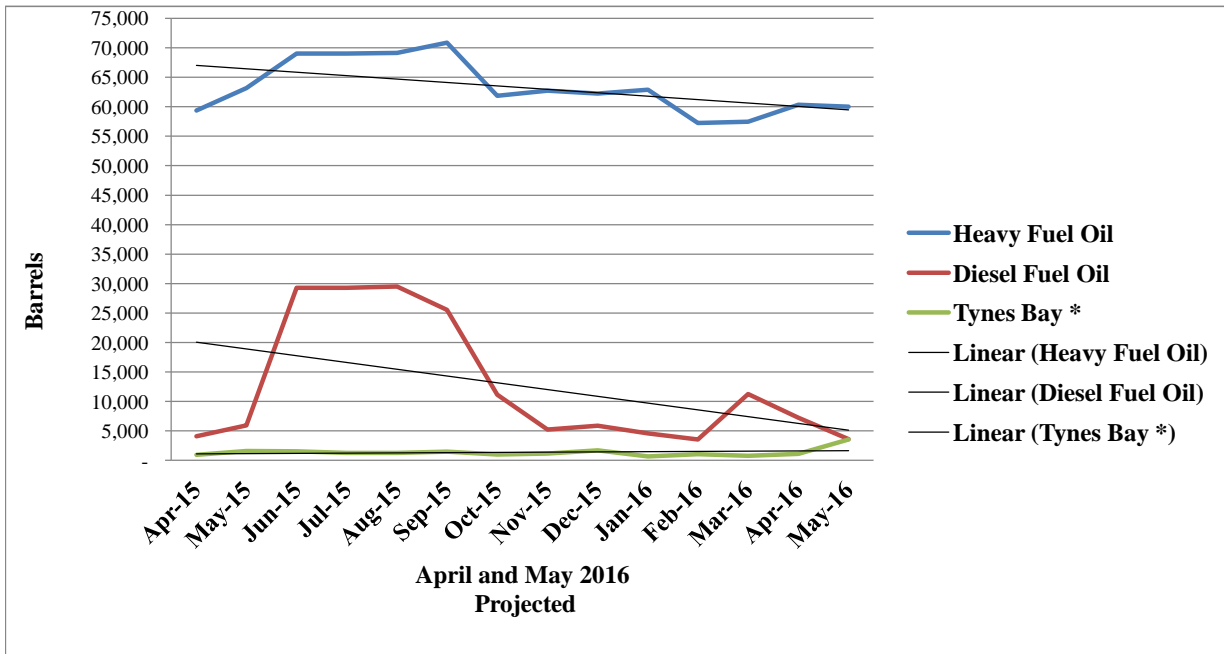
In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Barrels of Fuel Consumed

Previous Twelve Months

Plus Two Month Forward Projection



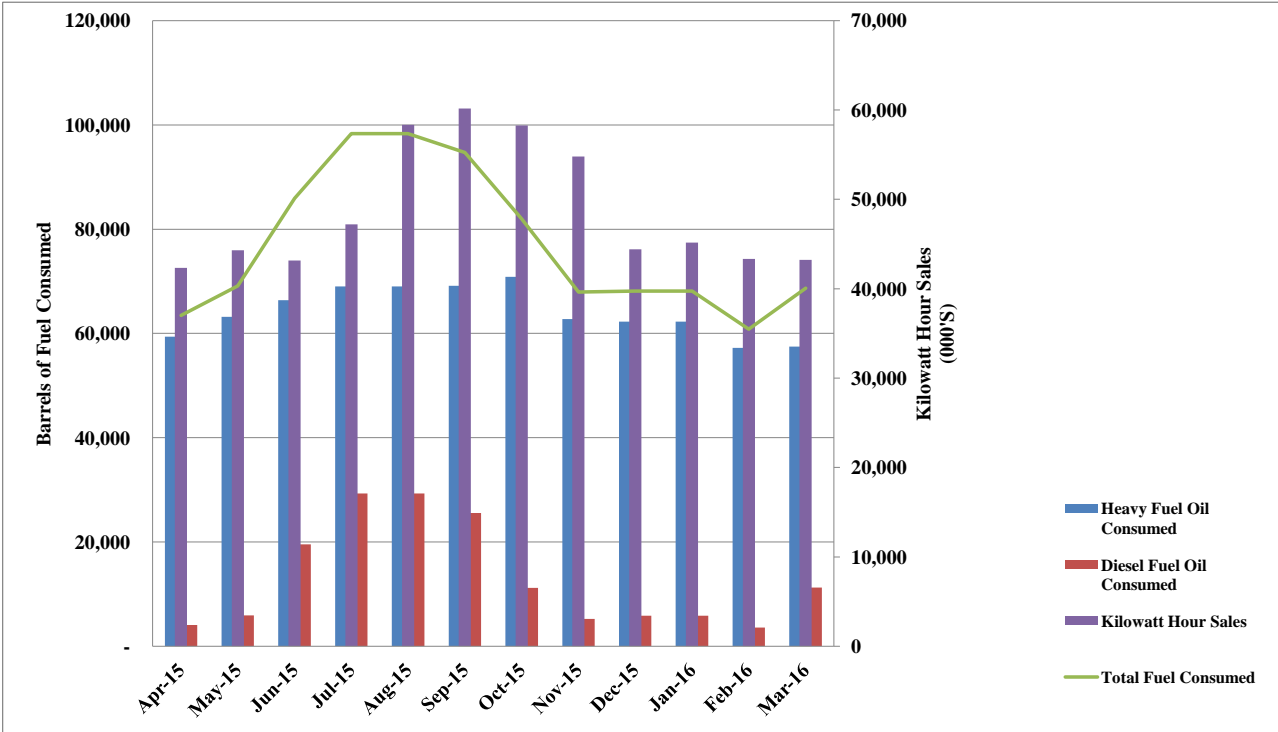
* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay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



Fuel Consumption

Versus

Kilowatt Hour Sales

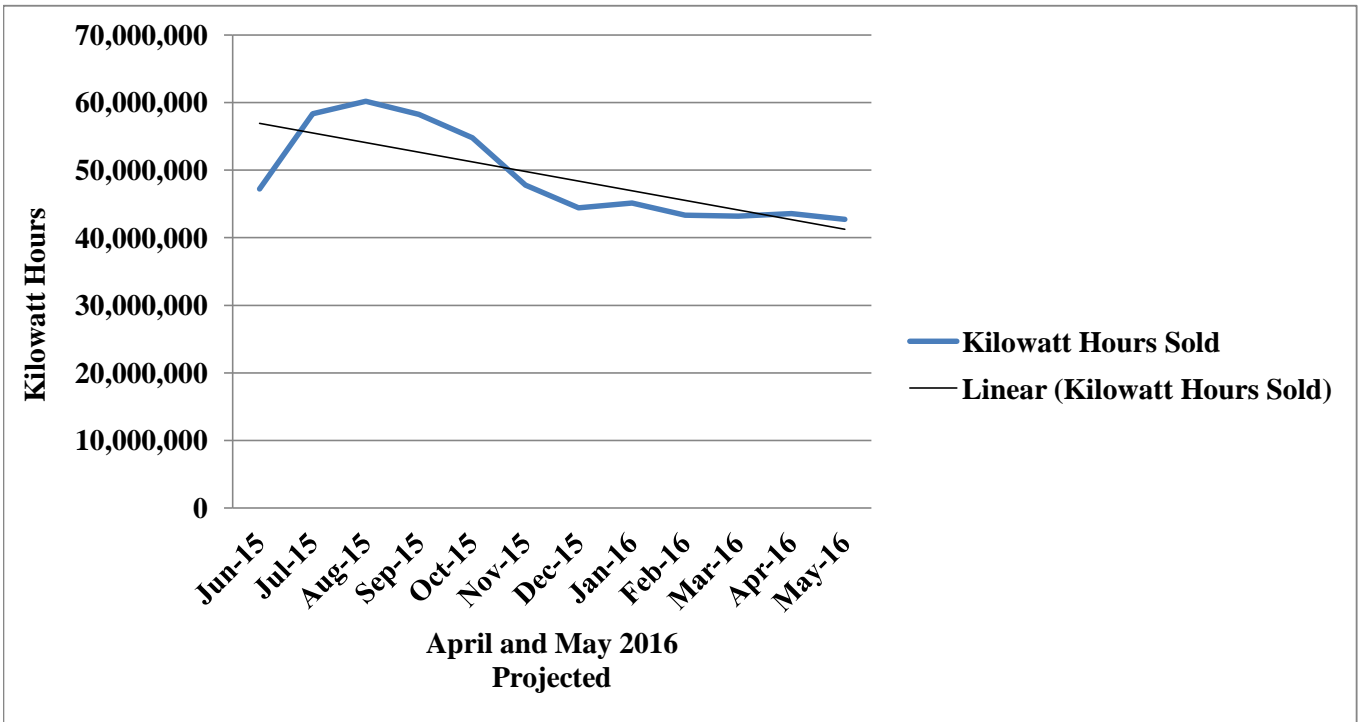




Kilowatt Hour Sales

Previous Twelve Months

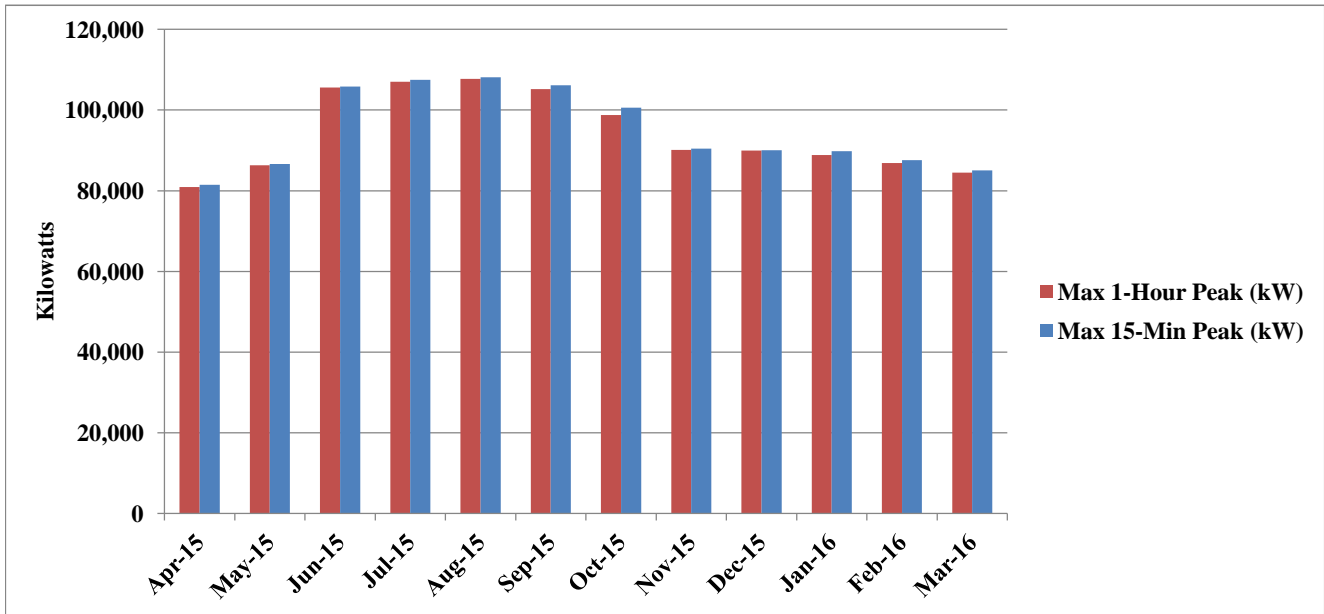
Plus Two Month Forward Projection





Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months

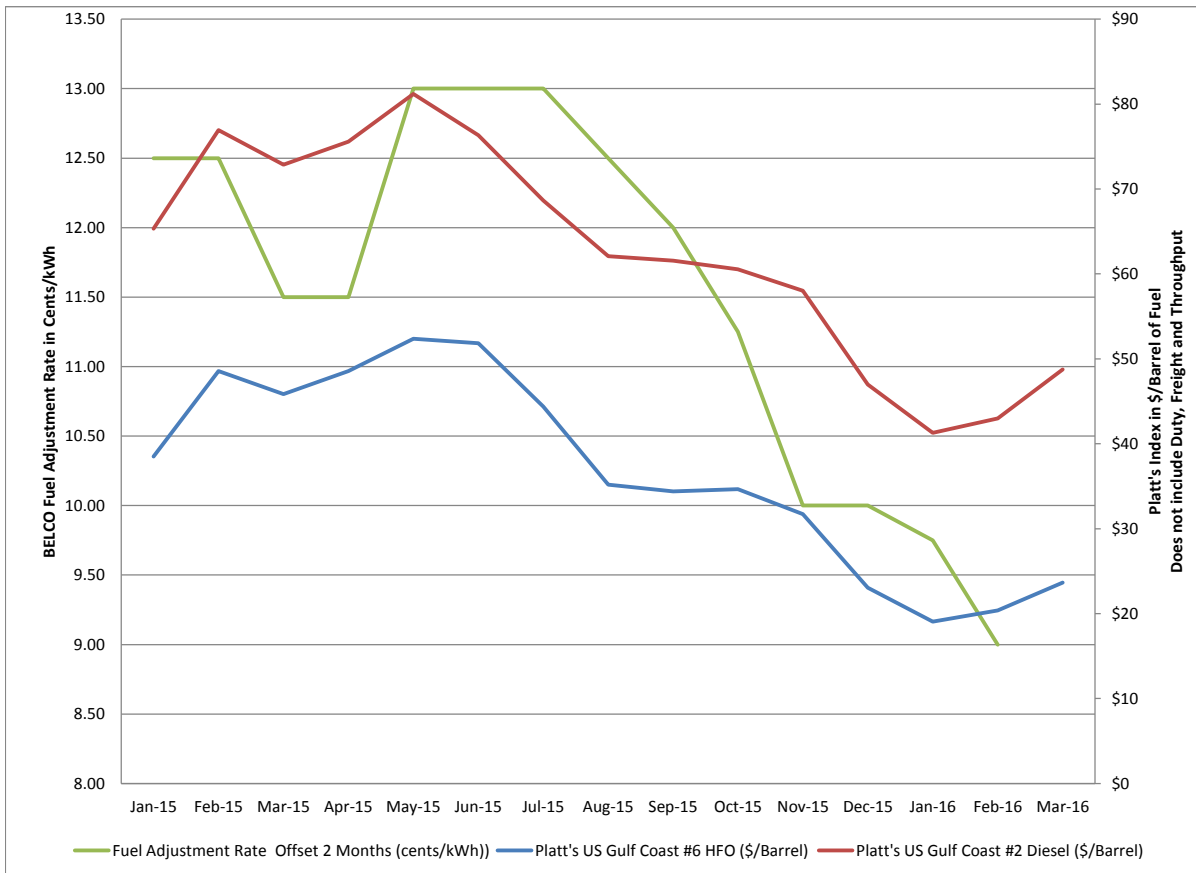




Fuel Adjustment Rate

Versus

Platt's Indices for Heavy and Diesel Fuel Oils



BELCO

Fuel Adjustment Over / (Under) Recovery

For the Month Ended 31st March 2016

	\$	\$	\$
Opening Balance at 1 March 2016			408,548
<u>Fuel Consumption</u>			
Diesel -11,234.65 @ \$98.5940	1,107,669		
Less: Fuel Consumption @ \$30/bbl	<u>(337,040)</u>	770,630	
Heavy - 14,425.17 bbls @ \$116.0405	1,673,904		
Heavy - 30,000.000 bbls @ \$79.1450	2,374,350		
Heavy - 12,956.83 bbls @ \$67.5418	875,128		
Less: Fuel Consumption @ \$30/bbl	<u>(1,721,460)</u>	3,201,922	
Tynes Bay - 571,604 kWh @ \$0.185	105,747		
Less: (571,604 kWh /716.4) 797.88 bbls @ \$30/bbl	<u>(23,936)</u>	81,811	
		4,054,362	
Deduct: Fuel Adjustment Revenue (after discount)			
	\$4,211,142 @ .95315	<u>4,013,850</u>	
March over / (under) recovery			(40,512)
Interest Expense			(33,641)
Ending Balance at 31 March 2016			<u>334,395</u>

BELCO

Fuel Consumption Projections

Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
January 16	Heavy	Yes	17,043.17	67.5418	37.5418
January 16	Heavy	No	58,534.67	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
August 15	Diesel	No	1,070.08	98.5940	68.5940
October 15	Diesel	No	34,952.60	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:						\$ 334,395
Projected kWh Sales - April 2016	43,556,812		At 9.00 FADJ	@ 95315 (discount)	\$ 3,736,456	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	1,070	\$ (68.59)	\$ (73,395.58)	
	Diesel	October 2015	6,187	\$ (64.77)	\$ (400,711.57)	
	Heavy	January 2016	17,043	\$ (37.54)	\$ (639,824.90)	
	Heavy	January 2016	43,314	\$ (35.52)	\$ (1,538,366.01)	
	Tynes Bay	N/A	1,129	\$ (104.48)	\$ (117,972.64)	
	Total Barrels		68,743			966,185
Projected Over (Under) Recovery account as at end of this month:						1,300,580
Projected kWh Sales - May 2016	42,738,337		At 9.00 FADJ	@ 95315 (discount)	\$ 3,666,244	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 15	3,585	\$ (64.77)	\$ (232,188.62)	
	Heavy	January 2016	15,221	\$ (35.52)	\$ (540,586.45)	
	Heavy	March 2016	30,000	\$ (58.75)	\$ (1,762,476.00)	
	Heavy	March 2016	14,787	\$ (58.59)	\$ (866,348.26)	
	Tynes Bay	N/A	3,543	\$ (102.85)	\$ (364,428.28)	
	Total Barrels		67,136			(99,783)
Projected Over (Under) Recovery account as at end of this month:						1,200,797
Projected kWh Sales - June 2016	46,728,561		At 9.00 FADJ	@ 95315 (discount)	\$ 4,008,540	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 2015	5,777	\$ (64.77)	\$ (374,157.23)	
	Heavy	March 2016	15,213	\$ (58.59)	\$ (891,267.74)	
	Heavy	March 2016	30,000	\$ (55.50)	\$ (1,664,973.00)	
	Heavy	March 2016	18,857	\$ (41.23)	\$ (777,510.34)	
	Tynes Bay	N/A	3,634	\$ (95.36)	\$ (346,523.93)	
	Total Barrels		73,481			(45,893)
Projected Over (Under) Recovery account as at end of this month:						1,154,904



Fuel Adjustment Over/(Under) Recovery Projections

At Requested Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:						\$ 334,395
Projected kWh Sales - April 2016	43,556,812		At 9.00 FADJ	@ 95315 (discount)	\$ 3,736,456	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	1,070	\$ (68.59)	\$ (73,395.58)	
	Diesel	October 2015	6,187	\$ (64.77)	\$ (400,711.57)	
	Heavy	January 2016	17,043	\$ (37.54)	\$ (639,824.90)	
	Heavy	January 2016	43,314	\$ (35.52)	\$ (1,538,366.01)	
	Tynes Bay	N/A	1,129	\$ (104.48)	\$ (117,972.64)	
	Total Barrels		68,743			966,185
Projected Over (Under) Recovery account as at end of this month:						1,300,580
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 15	3,585	\$ (64.77)	\$ (232,188.62)	
	Heavy	January 2016	15,221	\$ (35.52)	\$ (540,586.45)	
	Heavy	March 2016	30,000	\$ (58.75)	\$ (1,762,476.00)	
	Heavy	March 2016	14,787	\$ (58.59)	\$ (866,348.26)	
	Tynes Bay	N/A	3,543	\$ (102.85)	\$ (364,428.28)	
	Total Barrels		67,136			(649,720)
Projected Over (Under) Recovery account as at end of this month:						650,860
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 2015	5,777	\$ (64.77)	\$ (374,157.23)	
	Heavy	March 2016	15,213	\$ (58.59)	\$ (891,267.74)	
	Heavy	March 2016	30,000	\$ (55.50)	\$ (1,664,973.00)	
	Heavy	March 2016	18,857	\$ (41.23)	\$ (777,510.34)	
	Tynes Bay	N/A	3,634	\$ (95.36)	\$ (346,523.93)	
	Total Barrels		73,481			(647,174)
Projected Over (Under) Recovery account as at end of this month:						3,687



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 April:						\$ 1,300,580
Projected kWh Sales - May 2016	42,738,337		At 12.59 FADJ	@ 95315 (discount)	\$	5,128,668
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 15	3,585	\$ (94.77)	\$ (339,738.62)	
	Heavy	January 2016	15,221	\$ (65.52)	\$ (997,206.55)	
	Heavy	March 2016	30,000	\$ (88.75)	\$ (2,662,476.00)	
	Heavy	March 2016	14,787	\$ (88.59)	\$ (1,309,968.16)	
	Tynes Bay	N/A	3,543	\$ (132.85)	\$ (470,728.80)	
	Total Barrels		67,136			(651,450)
Projected Over (Under) Recovery account as at end of this month:						649,130
Projected kWh Sales - June 2016	46,728,561		At 12.60 FADJ	@ 95315 (discount)	\$	5,611,955
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	October 2015	5,777	\$ (94.77)	\$ (547,467.23)	
	Heavy	March 2016	15,213	\$ (88.59)	\$ (1,347,647.84)	
	Heavy	March 2016	30,000	\$ (85.50)	\$ (2,564,973.00)	
	Heavy	March 2016	18,857	\$ (71.23)	\$ (1,343,230.24)	
	Tynes Bay	N/A	3,634	\$ (125.36)	\$ (455,544.00)	
	Total Barrels		73,481			(646,907)
Projected Over (Under) Recovery account as at end of this month:						2,223



Generators Available for Service

April 2016

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	9446	678
E2	Yes	HFO	9928	673
E3	Yes	HFO	5027	703
E4	Yes	HFO	1624	699
E5	Yes	HFO	11197	699
E6	Yes	HFO	1900	707
E7	Yes	HFO	10061	751
E8	Yes	HFO	10483	737
D3	Yes	LFO	2734	611
D8	Yes	LFO	3019	626
D10	Yes	LFO	2538	613
D14	Yes	LFO	576	582
GT4	Yes	LFO	279	165
GT5	Yes	LFO	247	392
GT6	Yes	LFO	186	480
GT7	Yes	LFO	216	482
GT8	Yes	LFO	94	458

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



Generators Out of Service

February 2016

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
E1	Instrumentation & Control System	FO (Immediate)	E1 tripped due to electrical inspection	03/31/16	03/31/16
E5	Main Engine	FO (Postpone)	Unit forced out due to worsening HTCW leak at LHS charge air cooler.	03/31/16	04/02/16
GT8	Main Engine	MO	Unit out to facilitate changing of air inlet filters.	03/30/16	04/01/16
D14	Main Engine	MO	Unit to M/O to allow for start air y strainers to be cleaned.	03/29/16	03/29/16
E6	Main Engine	MO	E5 12K follow up jobs	03/27/16	03/27/16
D10	Main Engine	MO	D10 fuel leaks repair	03/27/16	03/28/16
E4	Main Engine	FO (Immediate)	High Pedestal Bearing Temperature	03/21/16	03/23/16
E3	Main Engine	MO	fuel leak cylinder 8R outlet pipe	03/21/16	03/22/16
E1	Auxiliary Systems	MO	HP Fuel line appears to be leaking cy #3	03/20/16	03/20/16
E1	Auxiliary Systems	MO	Unit out to change exhaust valve cylinder #3	03/20/16	03/20/16
E2	Main Engine	FO (Immediate)	Cyl 6 Fuel pp lifted	03/19/16	03/20/16
E2	Auxiliary Systems	FO (Postpone)	E2 JCW vent line leaking from northern side of center flange.	03/18/16	03/18/16
GT5	Instrumentation & Control System	FO (Immediate)	Unit tripped due to bleed V/v not in position.	03/18/16	03/18/16
D14	Instrumentation & Control System	FO (Immediate)	Unit forced out due to low start air pressure. Appears as the inline filter is fouled, and pressure sensing lines had dirt/debris causing false reading.	03/18/16	03/18/16
D8	Electrical System	FO (Start-Up Fail)	Secondary cooling pump would not start inhibiting unit start up.	03/18/16	03/18/16
E5	Main Engine	MO	B Bank Fuel Manifold Bracket repair	03/18/16	03/20/16
E2	Auxiliary Systems	MO	E2 M/O for JCW leak cyl #1	03/16/16	03/16/16
E7	Main Engine	FO (Immediate)	lube oil delivery pipe to rocker gear broke	03/16/16	03/16/16
GT5	Main Engine	MO	GT5 out for inspection.	03/16/16	TBD
E8	Instrumentation & Control System	MO	Unit out to facilitate network configuration of PLC. No communication to E5-E6 control room since upgrade to VLAN.	03/13/16	03/13/16
E7	Instrumentation & Control System	MO	Unit out to facilitate network configuration of PLC. No communication to E5-E6 control room since upgrade to VLAN. Fuel injector at 6A also changed during outage.	03/13/16	03/13/16
E2	Auxiliary Systems	FO (Postpone)	Cylinder #7 L/o Cam box drain nut came out. Replaced nut. But did not start engine as clean up required. Approximately 500 gallons of oil spilled. Just Cleaners called, replied at 06:23. Will send men in to begin clean up.	03/10/16	03/10/16
E3	Auxiliary Systems	MO	Unit out to clean F/o auto filters and replace rad fans UPS.	03/09/16	03/10/16
GT4	Main Engine	MO	Unit out for air bottle safety valve inspection	03/09/16	03/09/16

E3	Main Engine	MO	Fuel Leak 2A Inlet pipe Coupling	03/09/16	03/09/16
E2	Main Engine	MO	Mo for JW Leak repair on Vent Line and Bracket arrangement above Cyl 7	03/08/16	03/08/16
D14	Auxiliary Systems	MO	L.O. filter replacement	03/08/16	03/08/16
E5	Instrumentation & Control System	MO	E5 stopped to repair PLC communication issue	03/07/16	03/07/16
E2	Auxiliary Systems	FO (Immediate)	The northern moatti filter hydraulic motor has stopped operating.	03/06/16	03/06/16
E7	Auxiliary Systems	MO	Unit out to replace JCW system vent pipe from cylinder head #5B.	03/06/16	03/06/16
E8	Main Engine	MO	Unit out to replace Head stud on cylinder # 7B	03/04/16	03/07/16
E5	Main Engine	FO (Immediate)	Charge air bellow RHS	03/04/16	03/04/16
E5	Auxiliary Systems	MO	Unit out to renew seals on fuel block Cy# 7B	03/03/16	03/04/16
E7	Electrical System	MO	MO	03/02/16	03/02/16
D14	Electrical System	FO (Immediate)	Unit FO Due to a Earth Fault up on 125 volt Battery Charger	03/02/16	03/04/16

BELCO

Scheduled Generator Maintenance

April 2016

Generator	Maintenance Type	Outage Date	Return Date
E3	Entablature leaks repair	04/14/16	04/21/16
E4	Entablature leaks repair	04/21/16	04/28/16
E1	6K	04/18/16	05/02/16



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.