

PO. BOX HM 1026, HAMILTON HM DX. BERMUDA
TELEPHONE: (441) 295-5111
FAX: EXECUTIVE (441) 292-8975
CUSTOMER SERVICE (441) 292-7832
EMAIL: info@belco.bm
WEBSITE: www.belco.bm



PLEASE QUOTE OUR REF.

October 12, 2015

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 12.5 cents per kilowatt-hour sold for November; **and**
2. CRSEER - **Decrease** from 17.55 cents per kilowatt-hour for September to 15.88 cents per kilowatt-hour for all meters read during the month of October.

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 September 30th, 2015 was \$2,302,655 under recovered as compared to the projected \$1,977,930 under recovery position reported last month. The \$324,725 unfavorable variance is due to:

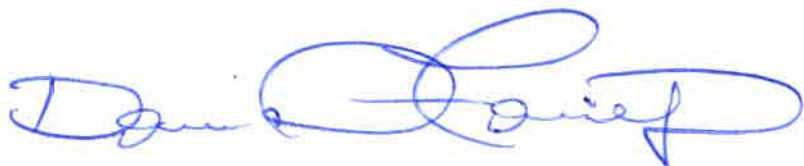
- Actual barrels of fuel consumed in September were more than projected by 9,284 barrels. This negatively impacted the recovery position by \$712,331. Additional barrels of fuel were used to meet increased demand (see comment on electric sales below).
- Net price variance positively impacted the recovery position by \$22,062;
- Actual August electric sales were 3,527,482 KWH's more than projected positively impacting the recovery position by \$435,760; and
- Fuel interest finance cost incurred in August negatively impacting the recovery position by \$70,216.

Please note our static projected KWH electric sales for October 2015 have not been adjusted to reflect the likely loss in KWH electric sales due to power outages during the month resulting from Hurricane Joaquin. This has been taken into consideration in our decision to maintain the existing FAR at 12.5 cents per kilowatt-hour sold for November.

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". The signature is fluid and cursive, with a large loop at the end.

David Faries, C.A., J.P.
Vice President, Finance & Group Controller



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

FOR PUBLIC DISCLOSURE

November 2015

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

Table of Contents

	PAGE
Graph - Cost per Barrel of Heavy Fuel Oil Purchased	<u>3</u>
Graph - Cost per Barrel of Diesel Fuel Oil Purchased	<u>4</u>
Table of Heavy Fuel Oil Inventory Activity	<u>5</u>
Graph - Heavy Fuel Oil Inventory Activity	<u>6</u>
Table of Diesel Fuel Oil Inventory Activity	<u>7</u>
Graph - Diesel Fuel Oil Inventory Activity	<u>8</u>
Table of Heavy Fuel Oil Costs Per Shipment	<u>9</u>
Table of Diesel Fuel Oil Per Shipment	<u>10</u>
Graph - Barrels of Fuel Consumed	<u>11</u>
Graph - Fuel Consumption & Kilowatt Hours Sold	<u>12</u>
Graph - Kilowatt Hours Sold	<u>13</u>
Graph - Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand	<u>14</u>
Graph - Fuel Adjustment Rate vs. Platt's Indices for Heavy & Diesel Fuel	<u>15</u>

Fuel Adjustment Over/(Under) Recovery - Previous Month	<u>16</u>
Fuel Consumption Projections - Forward Three Months	<u>17</u>
Fuel Adjustment Over/(Under) Recovery Projections - Existing Rate	<u>18</u>
Fuel Adjustment Over/(Under) Recovery Projections - Requested Rate	<u>19</u>
Fuel Adjustment Over/(Under) Recovery Projections - Full Cost	<u>20</u>
Generators Available for Service - Previous Month	<u>21</u>
Generators Out of Service - Previous Month	<u>22</u>
Scheduled Generator Maintenance - Filing Period	<u>23</u>
Other Events Affecting The Fuel Adjustment Calculation	<u>24</u>

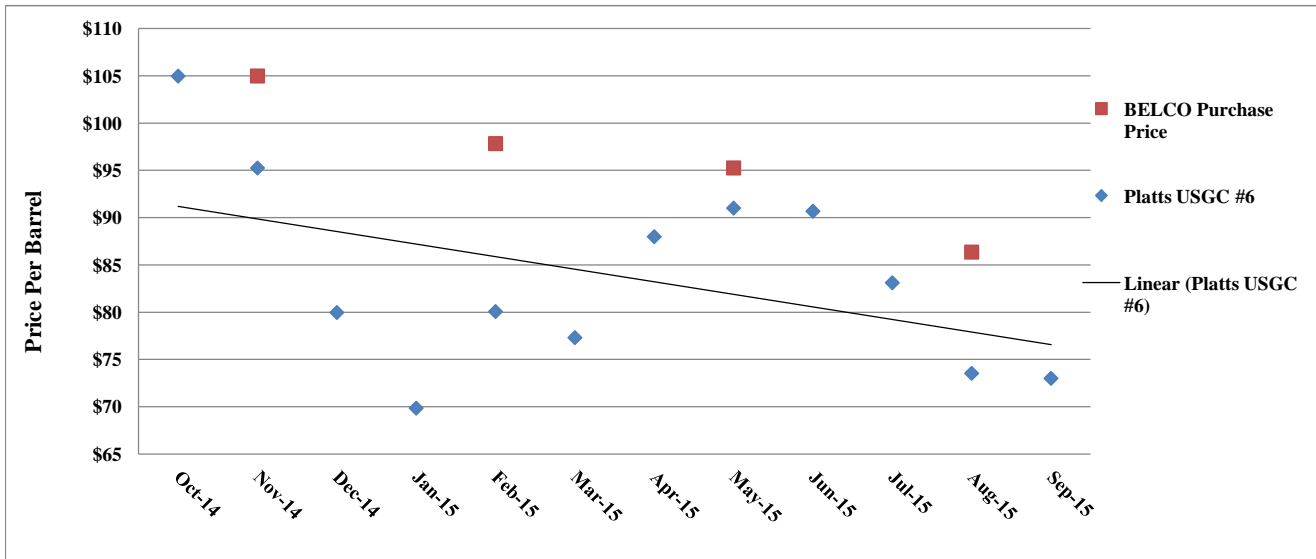


Heavy Fuel Oil Purchased

Versus

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

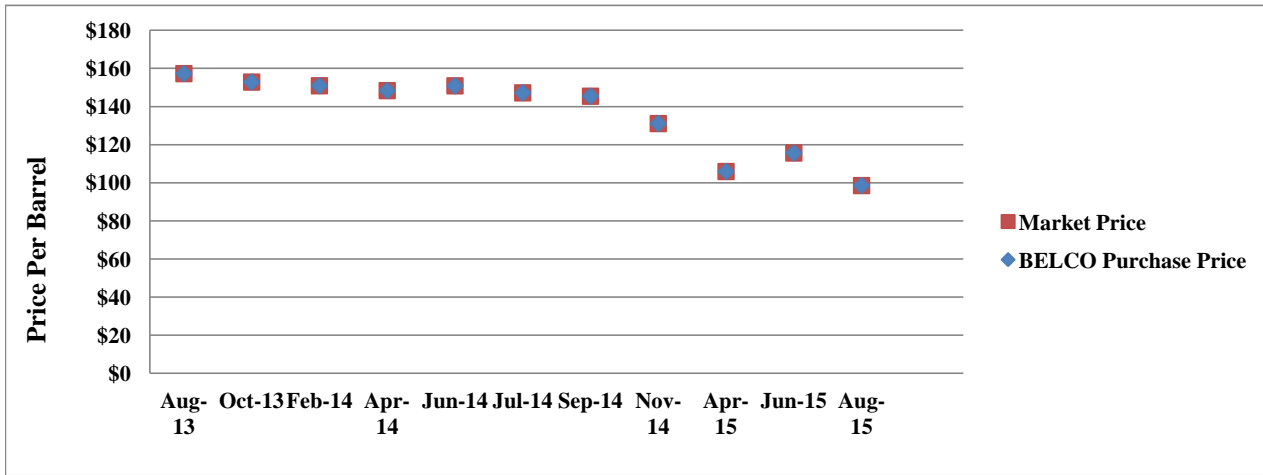
Previous Twelve Months



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

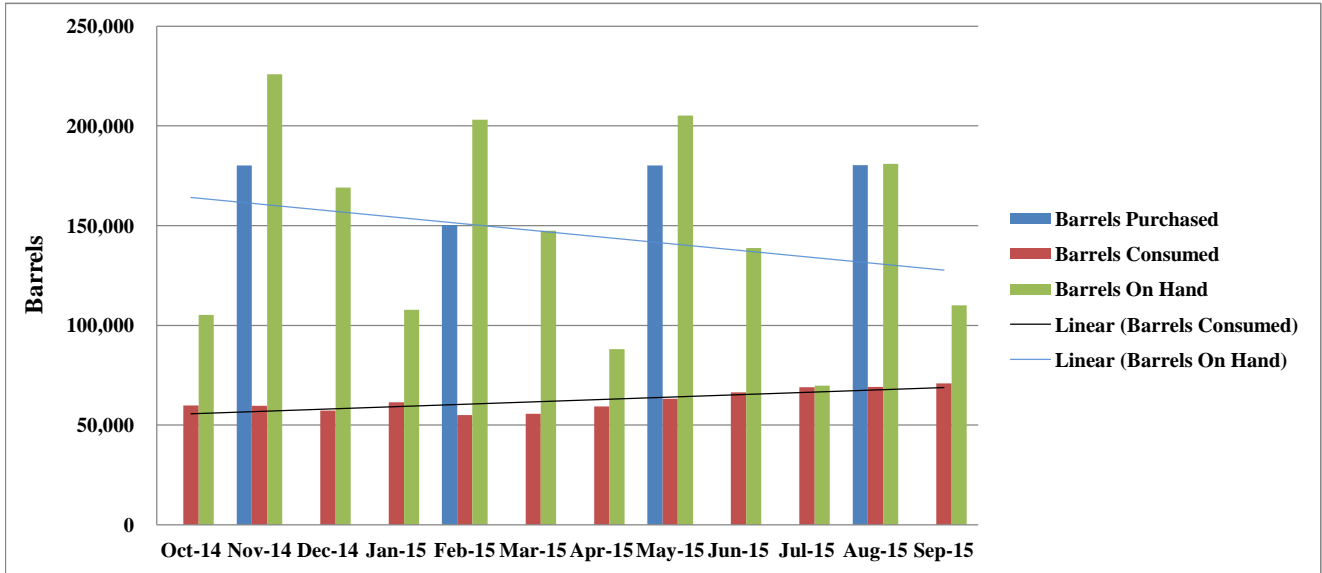
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
October, 2014	-	59,804.00	105,299.72
November, 2014	180,159.88	59,619.00	225,840.60
December, 2014	-	57,212.00	169,174.72
January, 2015	-	61,419.00	107,755.72
February, 2015	150,289.50	54,987.00	203,058.22
March, 2015	-	55,605.00	147,453.22
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



Graph of Heavy Fuel Oil Inventory Activity

Previous Twelve Months





Diesel Fuel Oil Inventory Activity

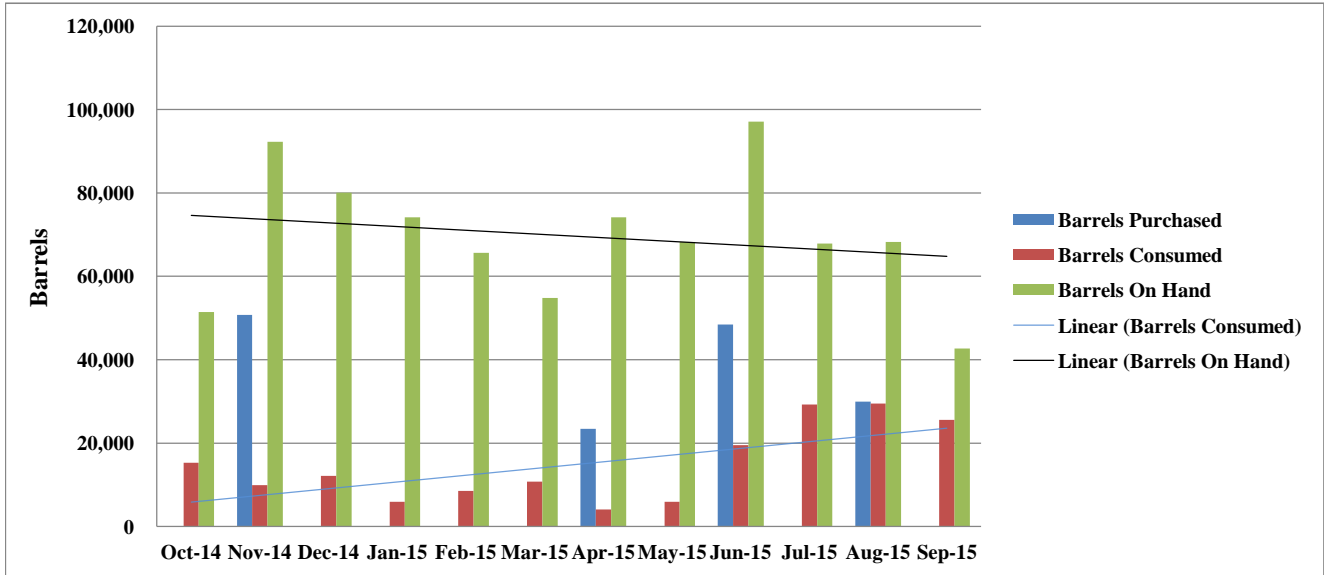
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
October, 2014	-	15,290.00	51,412.12
November, 2014	50,764.86	9,913.00	92,263.98
December, 2014	-	12,177.00	80,088.52
January, 2015	-	5,959.00	74,129.52
February, 2015	-	8,529.00	65,600.52
March, 2015	-	10,779.00	54,821.52
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



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

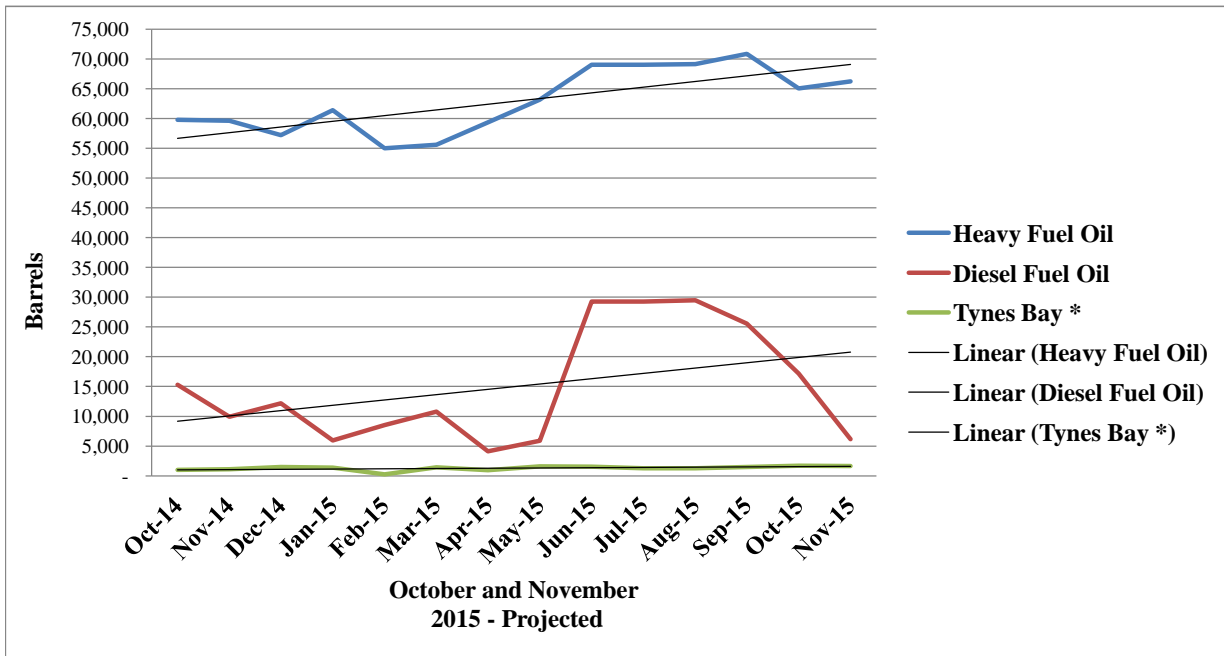
In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Barrels of Fuel Consumed

Previous Twelve Months

Plus Two Month Forward Projection



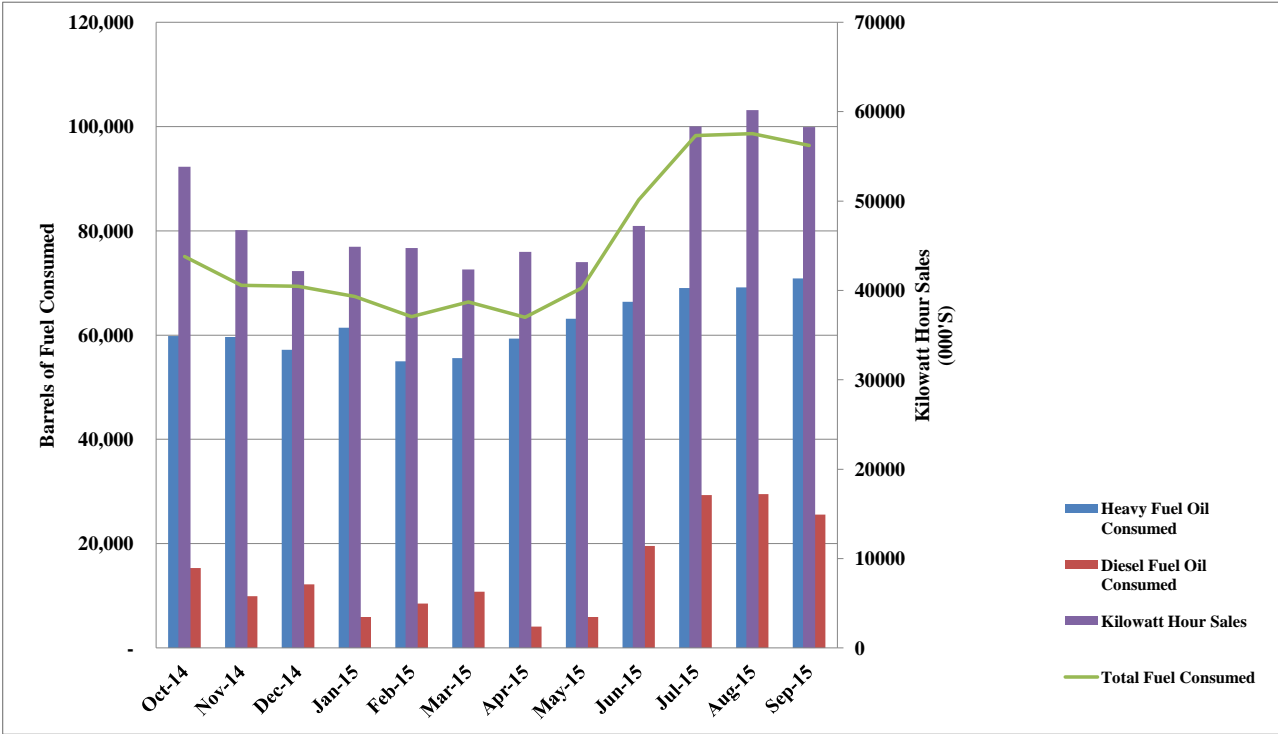
* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay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



Fuel Consumption

Versus

Kilowatt Hour Sales

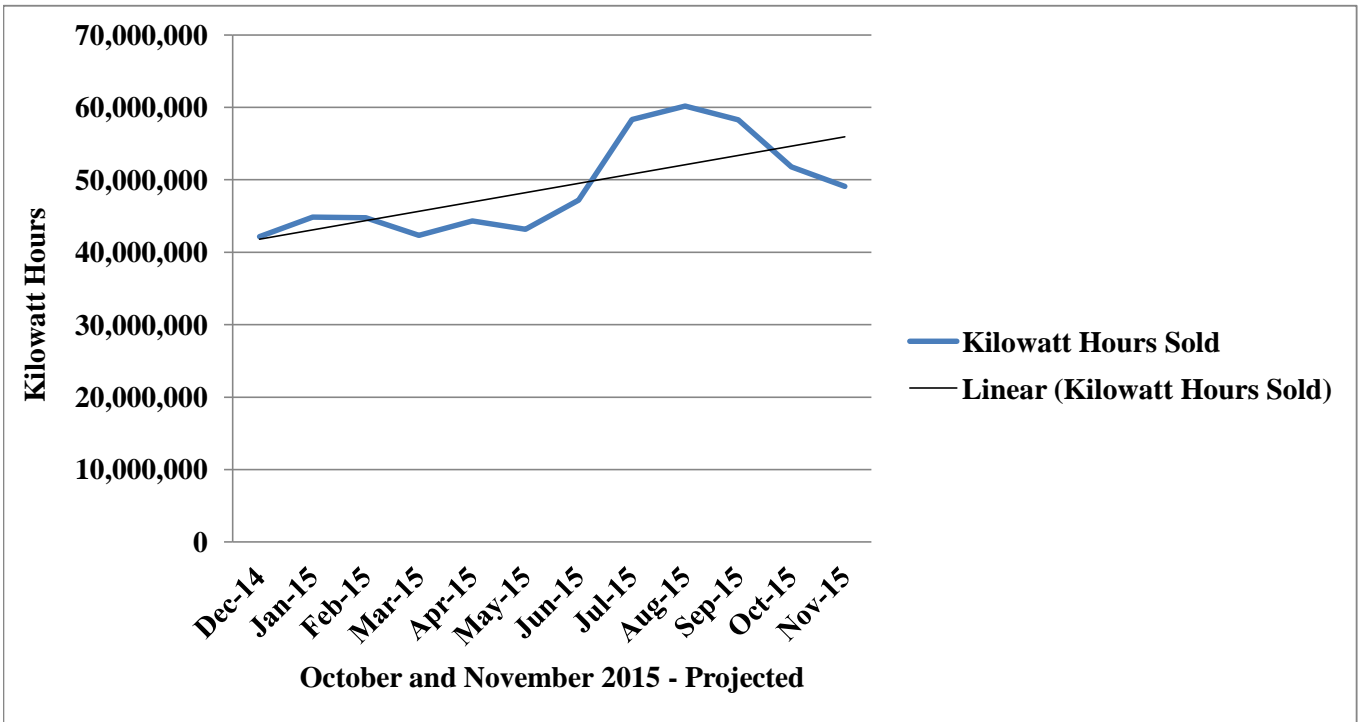




Kilowatt Hour Sales

Previous Twelve Months

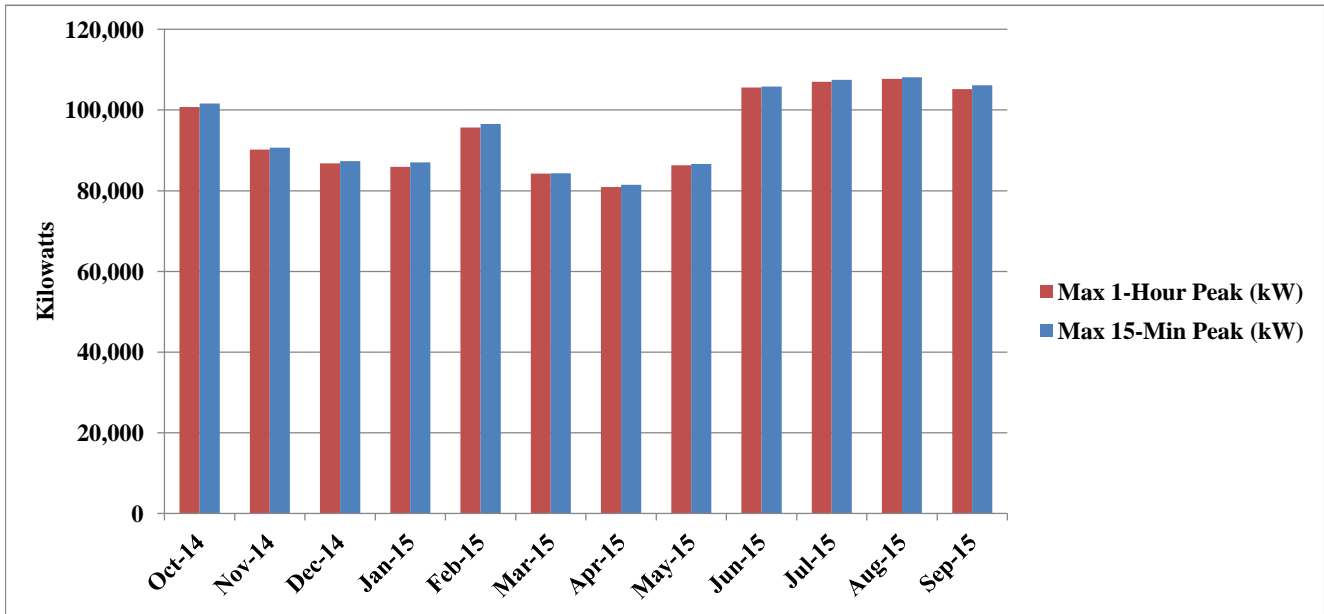
Plus Two Month Forward Projection





Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months

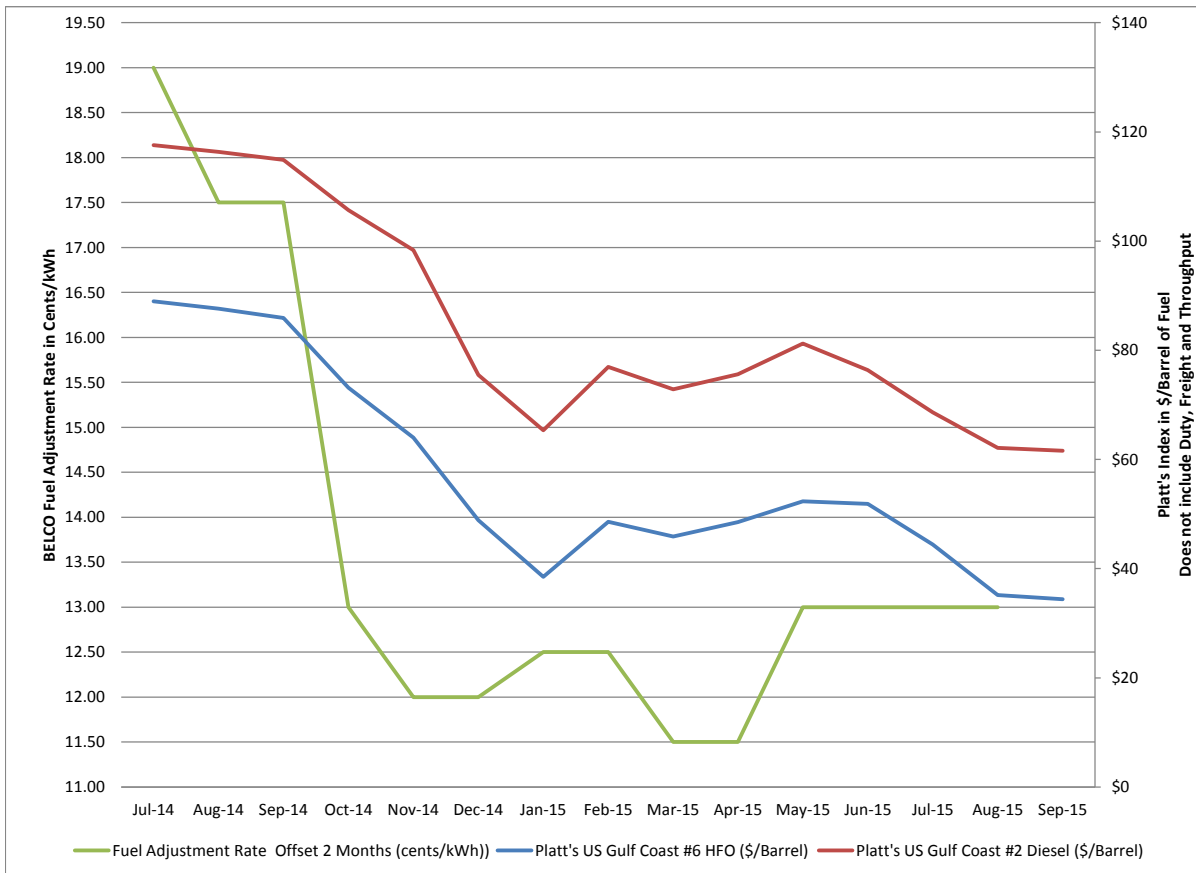




Fuel Adjustment Rate

Versus

Platt's Indices for Heavy and Diesel Fuel Oils



BELCO

Fuel Adjustment Over / (Under) Recovery

For the Month Ended 30th September 2015

	\$	\$	\$
Opening Balance at 1 September 2015			(2,491,509)
<u>Fuel Consumption</u>			
Diesel - 25,552.00 bbls @ \$115.6252	2,954,455		
Less: Fuel Consumption @ \$30/bbl	<u>(766,560)</u>	2,187,895	
Heavy - 625.72 bbls @ \$90.2573	56,476		
Heavy - 30,000.00 bbls @ \$114.4622	3,433,867		
Heavy - 30,000.00 bbls @ \$78.7209	2,361,627		
Heavy - 10,226.28 bbls @ \$87.4284	894,068		
Less: Fuel Consumption @ \$30/bbl	<u>(2,125,560)</u>	4,620,478	
Tynes Bay - 1,057,468 kWh @ \$0.185	195,632		
Less: (1,057,468 kWh /705.5) 1,498.89 bbls @ \$30/bbl	<u>(44,967)</u>	150,665	
		<u>6,959,038</u>	
Deduct: Fuel Adjustment Revenue (after discount)			
	\$7,572,899 @ .95315	<u>7,218,109</u>	
September over / (under) recovery			259,070
Interest Expense			(70,216)
Cost of Power Purchased from Commercial Providers			0
Ending Balance at 30 September 2015			<u>(2,302,655)</u>

BELCO

Fuel Consumption Projections

Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
August 15	Heavy	Yes	19,773.72	87.4268	57.4268
August 15	Heavy	Yes	30,000.00	91.4767	61.4767
August 15	Heavy	No	60,297.11	73.0385	43.0385
October 15	Heavy	Yes	30,000.00	114.9668	84.9668
October 15	Heavy	Yes	30,000.00	92.0843	62.0843
October 15	Heavy	Yes	30,000.00	93.9068	63.9068
June 15	Diesel	No	12,784.24	115.6252	85.6252
August 15	Diesel	No	29,940.60	98.5310	68.5310



Fuel Adjustment Over/(Under) Recovery Projections

At Existing Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:						\$ (2,302,655)
Projected kWh Sales - October 2015	51,806,529		At 12.5 FADJ	@ 95315 (discount)	\$ 6,172,424	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	June 2015	12,784	\$ (85.63)	\$ (1,094,632.56)	
	Diesel	August 2015	4,388	\$ (68.53)	\$ (300,714.03)	
	Heavy	August 2015	19,774	\$ (57.43)	\$ (1,135,589.18)	
	Heavy	August 2015	30,000	\$ (61.48)	\$ (1,844,352.00)	
	Heavy	August 2015	15,276	\$ (43.04)	\$ (657,456.13)	
	Tynes Bay	N/A	1,712	\$ (102.63)	\$ (175,738.18)	
	Total Barrels		83,934			963,942
Projected Over (Under) Recovery account as at end of this month:						(1,338,713)
Projected kWh Sales - November 2015	49,071,030		At 12.5 FADJ	@ 95315 (discount)	\$ 5,846,507	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	6,182	\$ (68.53)	\$ (423,658.64)	
	Heavy	August 2015	45,021	\$ (43.04)	\$ (1,937,636.31)	
	Heavy	October 2015	21,241	\$ (84.97)	\$ (1,804,847.77)	
	Tynes Bay	N/A	1,647	\$ (103.44)	\$ (170,372.44)	
	Total Barrels		74,091			1,509,991
Projected Over (Under) Recovery account as at end of this month:						171,279
Projected kWh Sales - December 2015	42,283,866		At 12.5 FADJ	@ 95315 (discount)	\$ 5,037,858	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	4,276	\$ (68.53)	\$ (293,038.56)	
	Heavy	October 2015	8,759	\$ (84.97)	\$ (744,252.23)	
	Heavy	October 2015	30,000	\$ (62.08)	\$ (1,862,400.00)	
	Heavy	October 2015	21,423	\$ (63.91)	\$ (1,369,143.93)	
	Tynes Bay	N/A	1,698	\$ (103.74)	\$ (176,164.57)	
	Total Barrels		66,156			592,859
Projected Over (Under) Recovery account as at end of this month:						764,138



Fuel Adjustment Over/(Under) Recovery Projections

At Requested Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:						\$ (2,302,655)
Projected kWh Sales - October 2015	51,806,529		At 12.5 FADJ	@ 95315 (discount)	\$ 6,172,424	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	June 2015	12,784	\$ (85.63)	\$ (1,094,632.56)	
	Diesel	August 2015	4,388	\$ (68.53)	\$ (300,714.03)	
	Heavy	August 2015	19,774	\$ (57.43)	\$ (1,135,589.18)	
	Heavy	August 2015	30,000	\$ (61.48)	\$ (1,844,352.00)	
	Heavy	August 2015	15,276	\$ (43.04)	\$ (657,456.13)	
	Tynes Bay	N/A	1,712	\$ (102.63)	\$ (175,738.18)	
	Total Barrels		83,934			963,942
Projected Over (Under) Recovery account as at end of this month:						(1,338,713)
Projected kWh Sales - November 2015	49,071,030		At 12.5 FADJ	@ 95315 (discount)	\$ 5,846,507	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	6,182	\$ (68.53)	\$ (423,658.64)	
	Heavy	August 2015	45,021	\$ (43.04)	\$ (1,937,636.31)	
	Heavy	October 2015	21,241	\$ (84.97)	\$ (1,804,847.77)	
	Tynes Bay	N/A	1,647	\$ (103.44)	\$ (170,372.44)	
	Total Barrels		74,091			1,509,991
Projected Over (Under) Recovery account as at end of this month:						171,279
Projected kWh Sales - December 2015	42,283,866		At 10.75 FADJ	@ 95315 (discount)	\$ 4,332,558	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	4,276	\$ (68.53)	\$ (293,038.56)	
	Heavy	October 2015	8,759	\$ (84.97)	\$ (744,252.23)	
	Heavy	October 2015	30,000	\$ (62.08)	\$ (1,862,400.00)	
	Heavy	October 2015	21,423	\$ (63.91)	\$ (1,369,143.93)	
	Tynes Bay	N/A	1,698	\$ (103.74)	\$ (176,164.57)	
	Total Barrels		66,156			(112,441)
Projected Over (Under) Recovery account as at end of this month:						58,838



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 October:						\$ (1,338,713)
Projected kWh Sales - November 2015	49,071,030		At 15.88 FADJ	@ 95315 (discount)	\$ 7,427,402	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	6,182	\$ (98.53)	\$ (609,118.64)	
	Heavy	August 2015	60,297	\$ (73.04)	\$ (4,404,002.43)	
	Heavy	October 2015	5,965	\$ (114.97)	\$ (685,796.05)	
	Tynes Bay	N/A	1,647	\$ (133.44)	\$ (219,784.16)	
	Total Barrels		74,091			1,508,701
Projected Over (Under) Recovery account as at end of this month:						169,988
Projected kWh Sales - December 2015	42,283,866		At 16.48 FADJ	@ 95315 (discount)	\$ 6,641,912	
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	August 2015	4,276	\$ (98.53)	\$ (421,318.56)	
	Heavy	October 2015	24,035	\$ (114.97)	\$ (2,763,303.95)	
	Heavy	October 2015	30,000	\$ (92.08)	\$ (2,762,400.00)	
	Heavy	October 2015	6,147	\$ (93.91)	\$ (577,264.77)	
	Tynes Bay	N/A	1,698	\$ (133.74)	\$ (227,110.35)	
	Total Barrels		66,156			(109,485)
Projected Over (Under) Recovery account as at end of this month:						60,503



Generators Available for Service

September 2015

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1- In Service	Yes	Heavy Fuel Oil	9,360	688
E2- In Service	Yes	Heavy Fuel Oil	5,610	676
E3- In Service	Yes	Heavy Fuel Oil	7,835	689
E4- In service	Yes	Heavy Fuel Oil	4,108	712
E5- In Service	Yes	Heavy Fuel Oil	6,958	821
E6- In Service	Yes	Heavy Fuel Oil	12,602	710
E7- In Service	Yes	Heavy Fuel Oil	12,143	727
E8- In Service	Yes	Heavy Fuel Oil	11,174	756
D3- In Service	Yes	Diesel Fuel Oil	4,383	603
D8- In Service	Yes	Diesel Fuel Oil	4,335	612
D10- In Service	Yes	Diesel Fuel Oil	3,871	607
GT6- In Service	Yes	Diesel Fuel Oil	676	385
GT7- In Service	Yes	Diesel Fuel Oil	740	449
GT8- In Service	Yes	Diesel Fuel Oil	715	443
D14- In Service	Yes	Diesel Fuel Oil	2,080	577
GT3F- In Service	Yes	Diesel Fuel Oil	24	375
GT3E- In Service	Yes	Diesel Fuel Oil	3	303

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



Generators Out of Service

September 2015

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
E7	Main Engine	FO (Immediate)	fuel leaks and cracked injector	09/02/15	09/02/15
E8	Auxiliary Systems	MO	Unit out to replace fuel oil rail seals	09/02/15	09/03/15
E8	Auxiliary Systems	FO (Immediate)	Cyl #4 RHS fuel rail seal upper north side fail	09/03/15	09/03/15
E1	Main Engine	MO	cylinder #1 head leak repair	09/04/15	09/04/15
E4	Main Engine	FO (Immediate)	Fuel leak from cylinder 1L	09/05/15	09/05/15
G17	Main Engine	FO (Immediate)	unit ramped down and took its self off load and it had a high Alt. vibration alarm	09/05/15	09/05/15
E7	Auxiliary Systems	FO (Postpone)	Fuel Rail seal Cy#6 RHS bottom pipe north side to replace. After testing top seal had to be replaced as well.	09/08/15	09/08/15
E3	Auxiliary Systems	MO	Unit out to replace Partial Discharge Meter, weld JCW inlet manifold, and replace packing gland on HTCW P/ #1	09/09/15	09/09/15
E5	Auxiliary Systems	MO	Unit out nto perform follow up jobs following service.	09/11/15	09/11/15
E3	Main Engine	MO	Hot Deflections	09/10/15	09/11/15
D10	Electrical System	FO (Immediate)	SCW pump fault	09/10/15	09/11/15
E5	Main Engine	MO	follow up work	09/11/15	09/11/15
E8	Main Engine	FO (Immediate)	HT leak and seized fuel pump	09/11/15	09/11/15
E8	Main Engine	FO (Immediate)	Fuel rail leaks	09/13/15	09/13/15
E6	Other Systems	FO (Immediate)	High HT temp. load shed 7 circuits	09/12/15	09/13/15
E7	Other Systems	FO (Immediate)	fuel rail seals	09/13/15	09/13/15
E8	Main Engine	MO	Unit taken out to facilitate fuel rail seals being changed.	09/14/15	09/14/15
D8	Main Engine	MO	T/C JWC return expansion tk leak to be welded also Fuel leaks to be addressed	09/14/15	09/15/15
D10	Other Systems	MO	MO for corrective work to tappets on cyl 8L and a cyl lubricator box to be repaired	09/15/15	09/18/15
D8	Auxiliary Systems	FO (Immediate)	D8 fuel leak	09/16/15	09/16/15
E3	Main Engine	MO	MO Cyl 7A inlet/outlet soft iron seals and o rings to be changed out	09/16/15	09/17/15
E2	Auxiliary Systems	FO (Immediate)	Broken JCW pipe.	09/17/15	09/18/15
D10	Instrumentation & Control System	MO	Unit out to replace Cy#1 RHS Thermal Couple.	09/19/15	09/19/15
D14	Instrumentation & Control System	FO (Immediate)	Connecting Rod Shutdown Alarm caused by too high L/o level. MMD to reset in morning.	09/19/15	09/20/15
D14	Main Engine	MO	cylinder #7 head repair	09/21/15	NULL
E3	Auxiliary Systems	MO	E3 F.O. auto filter repair	09/22/15	09/23/15
G16	Other Systems	FO (Immediate)	Hi turbine temp, engine load increased, fuel diff alarms, turbine control alarm, EMD standby consulted, test run may be diff sensor or dirty filter.	09/22/15	09/23/15
D10	Main Engine	MO	MO for inspection of Cyl 2R	09/26/15	09/27/15
E5	Main Engine	MO	LHS C.A. cooler, HT inlet bellow, HT 3-way valve repairs	09/30/15	10/01/15

BELCO

Scheduled Generator Maintenance

November 2015

Generator	Maintenance Type	Outage Date	Return Date
D3	AVR Project	10/03/15	11/01/15
E3	4.5K	10/27/15	11/04/15
E7	9K	11/05/15	11/11/15
E1	3K	11/12/15	11/26/15
E2	12K	11/27/15	12/21/15



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.**
No major events have occurred during the filing period having an impact on the Fuel Adjustment Rate.
- 3. Changes in Debt Facilities Affecting the Fuel Adjustment Rate.**
The current overdraft facility which expires on 28 February, 2016 has a maximum limit of \$41 million.