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PLEASE QUOTE OUR REF.

November 23, 2016

Regulatory Authority of Bermuda
Craig Appin House, 1st Floor
8 Wesley Street
Hamilton HM 11

Attention: Mr. Mathew Copeland, CEO

TARIFF FILING

Dear Mr. Copeland,

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 9.50 cents per kilowatt-hour sold for November 2016 to 9.00 cents per kilowatt-hour sold for December 2016 ; and
2. CRSEER - Decrease from 14.57 cents per kilowatt-hour for November 2016 to 14.21 cents per kilowatt-hour for all meters read during the month of December 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.

Please note that this submission, our first to the Regulatory Authority, has been provided using the minimum filing report ("MFR") format required by the former Energy Commission.

We would be pleased to meet with you and/or any other member(s) of the Regulatory Authority in due course to discuss the existing MFR, MFR information requirements moving forward, deadlines, and all other related matters.

The actual fuel adjustment cost recovery position as at 31st October, 2016 was \$1,144,736 over recovered as compared to the projected \$762,500 over recovery position projected in October. The \$382,236 favorable variance is due to:

- The total actual barrels of fuel consumed in October were 7,380 barrels lower than projected, resulting in a positive impact on the recovery position of \$505,491;
- Net price variance negatively impacted the recovery position by \$10,024; and
- Actual October electric sales were 1,101,805 KWH's lower than projected. This variance resulted in a net negative impact on the fuel recovery position of \$113,231.

As noted above, we are available to meet with the Regulatory Authority to discuss our FAR and CRSEER submission. We will continue to monitor our projections to ensure that our submitted FAR and CRSEER 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 black ink, appearing to read "David Faries". The signature is fluid and cursive, with a large loop at the end.

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



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

FOR PUBLIC DISCLOSURE

December 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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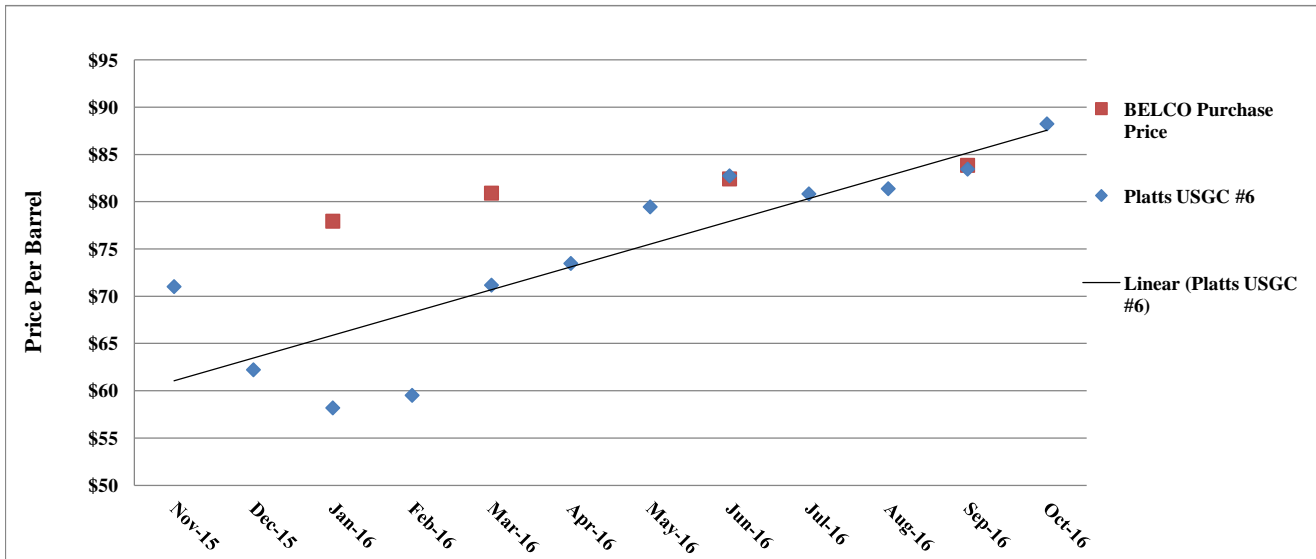


Heavy Fuel Oil Purchased

Versus

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

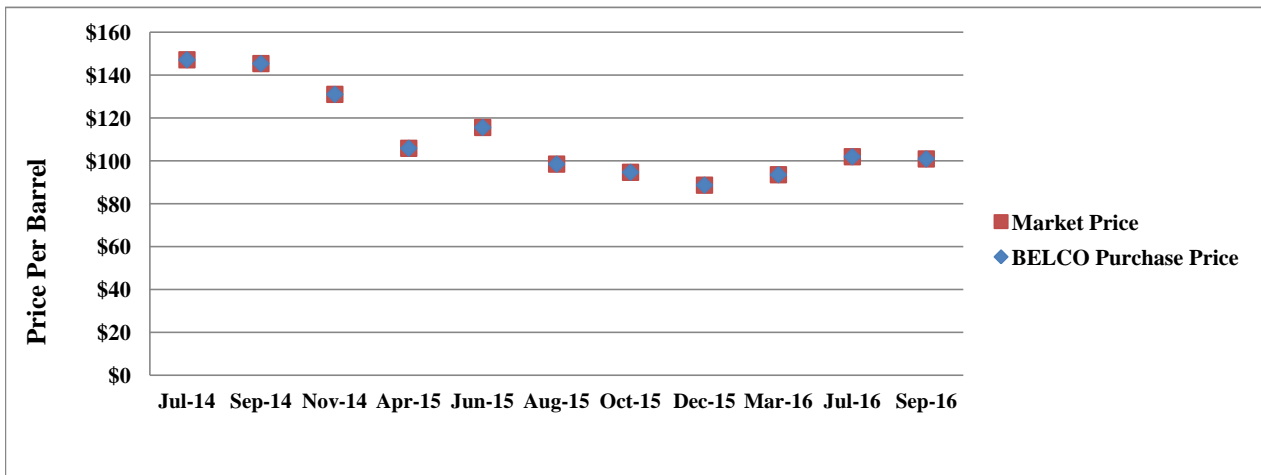
Previous Twelve Months



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

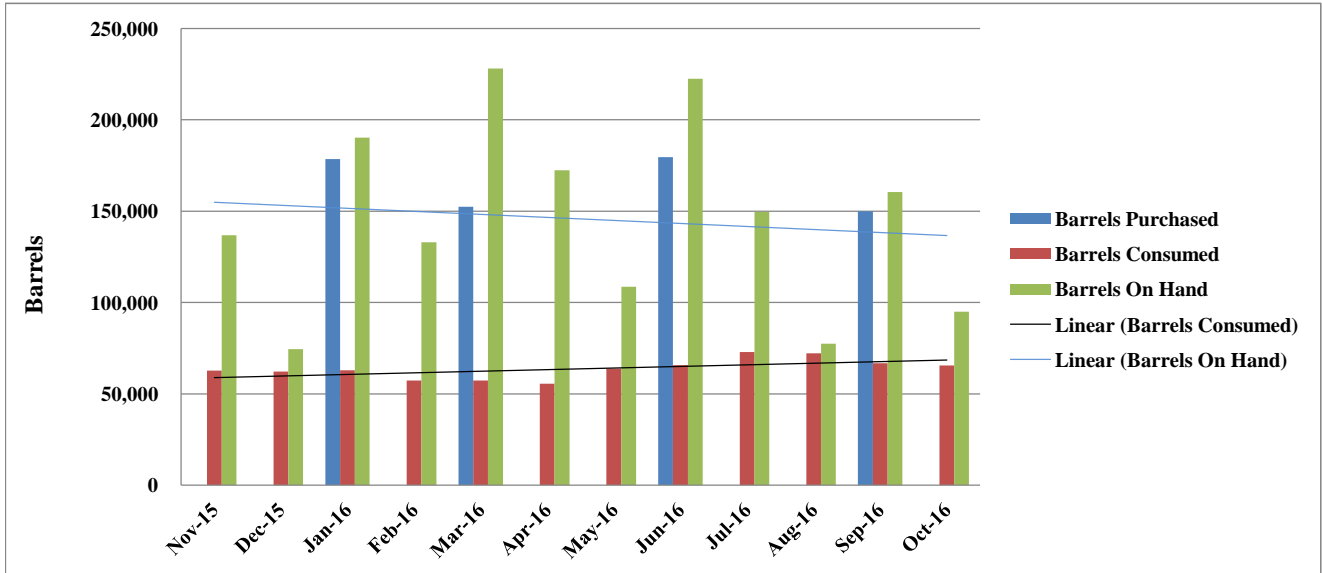
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
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
May, 2016	-	63,805.00	108,581.35
June, 2016	179,621.88	65,692.00	222,511.23
July, 2016	-	72,880.00	149,631.23
August, 2016	-	72,216.00	77,415.23
September, 2016	149,880.68	66,740.00	160,555.91
October, 2016	-	65,575.00	94,980.91



Graph of Heavy Fuel Oil Inventory Activity

Previous Twelve Months





Diesel Fuel Oil Inventory Activity

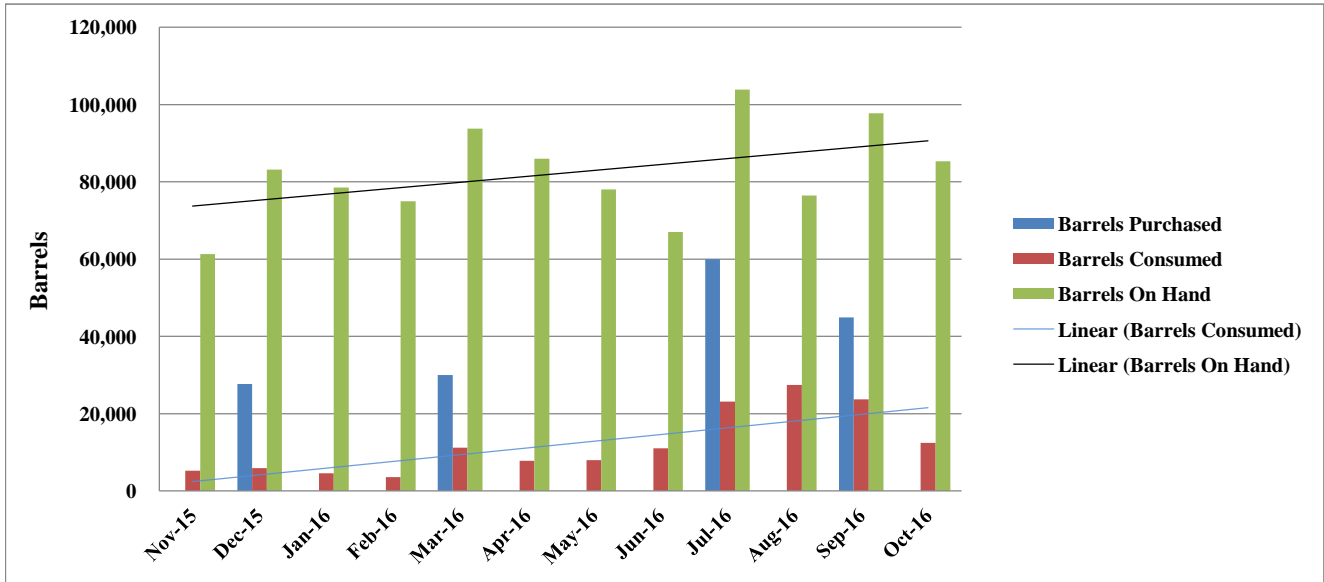
Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
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
May, 2016	-	7,934.26	78,031.60
June, 2016	-	11,012.69	67,018.91
July, 2016	60,013.52	23,110.99	103,921.44
August, 2016	-	27,414.40	76,507.04
September, 2016	44,939.15	23,686.64	97,759.55
October, 2016	-	12,448.60	85,310.95



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

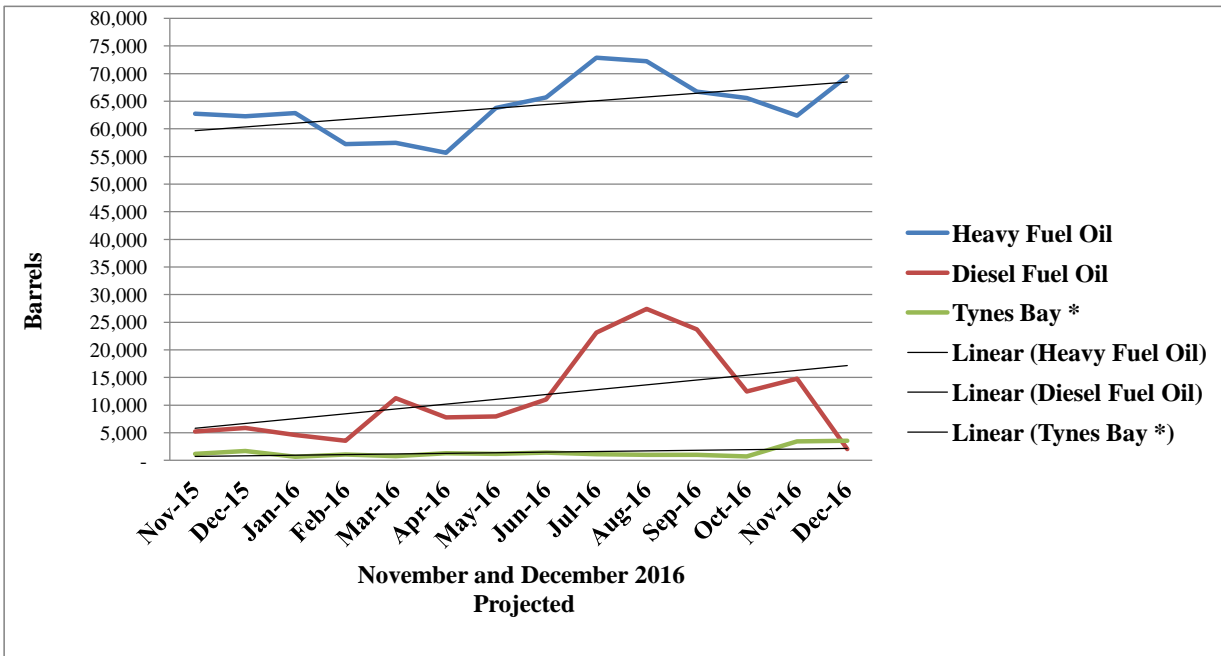
In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



Barrels of Fuel Consumed

Previous Twelve Months

Plus Two Month Forward Projection



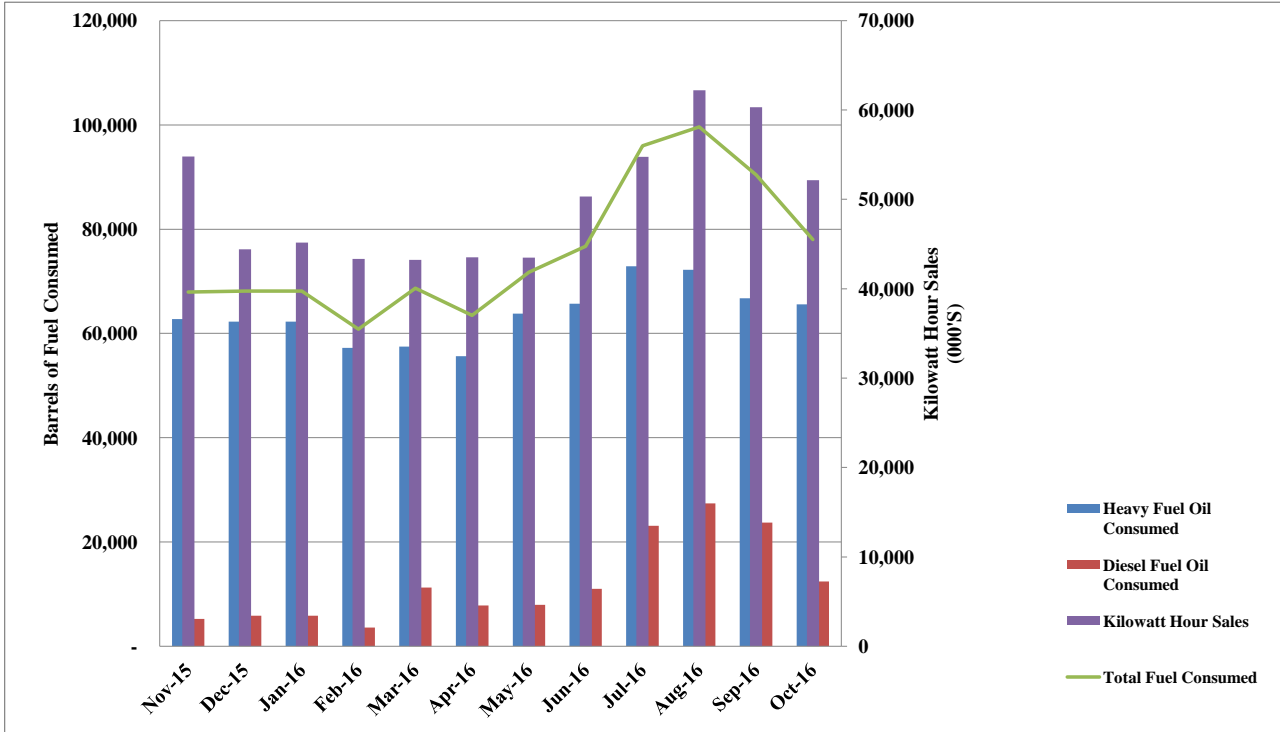
* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay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



Fuel Consumption

Versus

Kilowatt Hour Sales

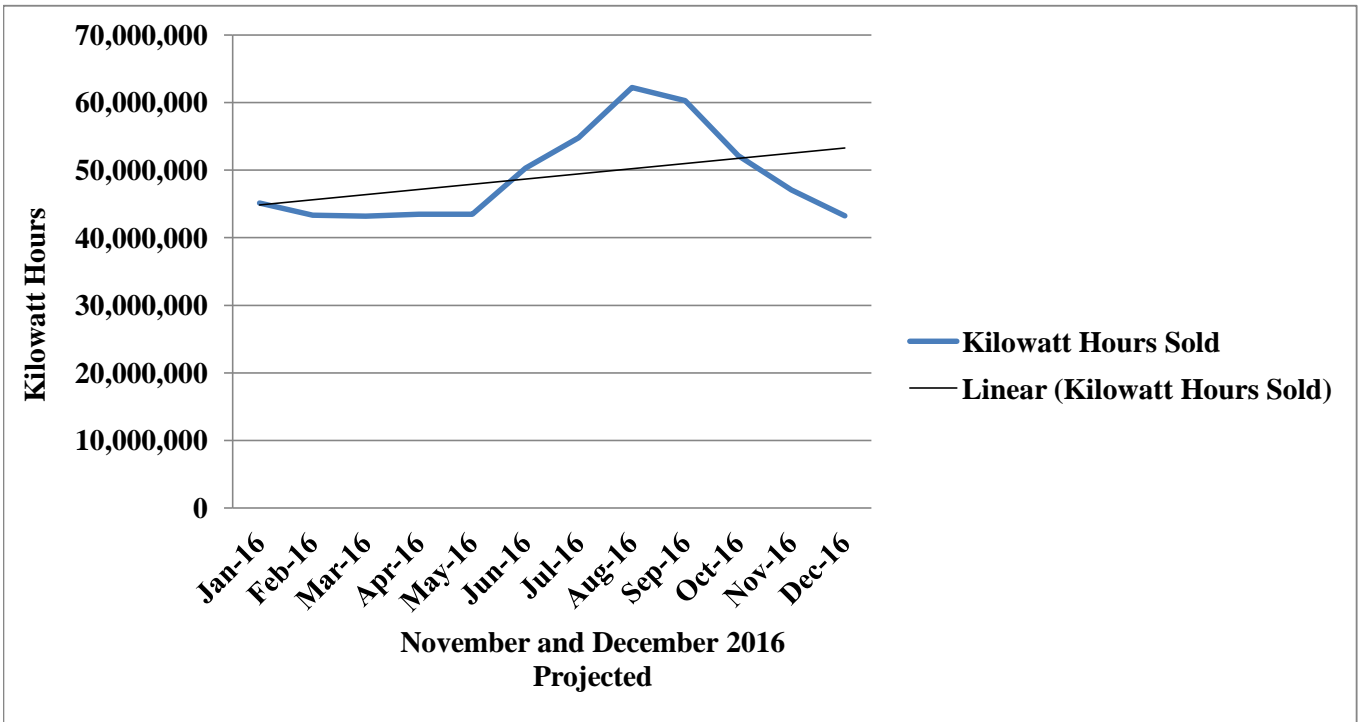




Kilowatt Hour Sales

Previous Twelve Months

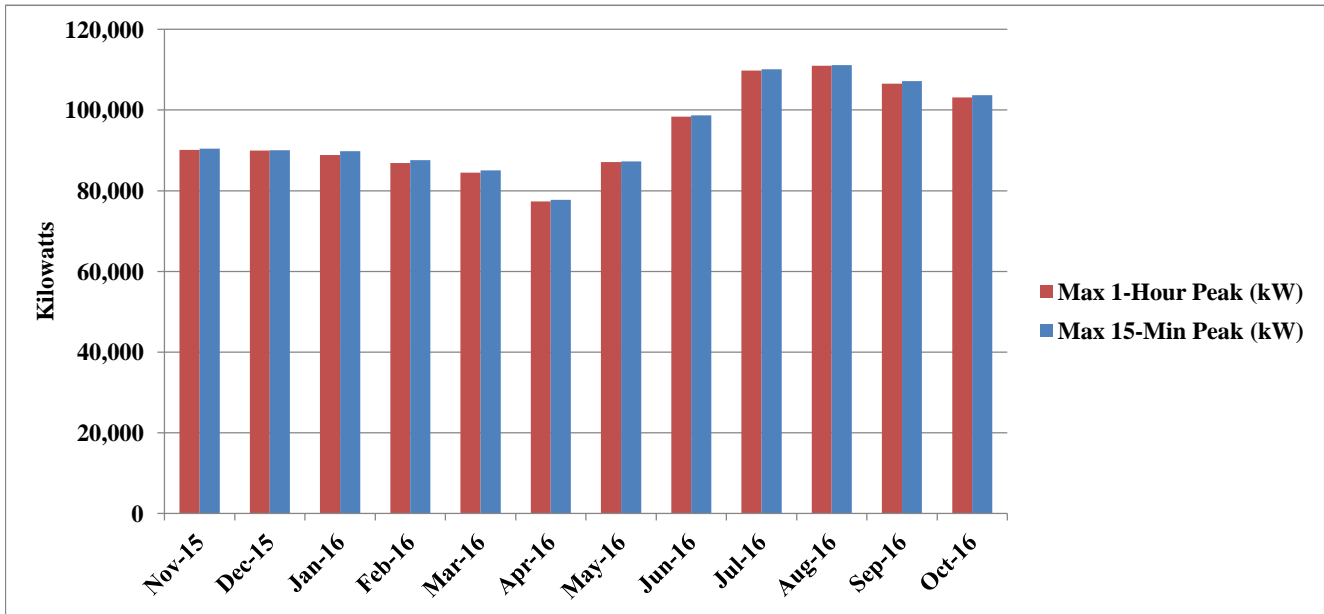
Plus Two Month Forward Projection





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 October 2016

	\$	\$	\$
Opening Balance at 1 October 2016			452,034
<u>Fuel Consumption</u>			
Diesel -12,448.66 @ \$101.9777	1,269,486		
Less: Fuel Consumption @ \$30/bbl	<u>(373,460)</u>	896,026	
Heavy - 10,675.23 bbls @ \$82.1192	876,641		
Heavy - 30,000.00 bbls @ \$87.6772	2,630,316		
Heavy - 24,899.77 bbls @ \$85.0446	2,117,591		
Less: Fuel Consumption @ \$30/bbl	<u>(1,967,250)</u>	3,657,298	
Tynes Bay - 495,232 kWh @ \$0.185	91,618		
Less: (495,232 kWh /704.4) 703.06 bbls @ \$30/bbl	<u>(21,092)</u>	70,526	
		4,623,850	
Deduct: Fuel Adjustment Revenue		<u>5,316,553</u>	
October over / (under) recovery			692,702
Interest Expense			-
Ending Balance at 31 October 2016			<u>1,144,736</u>

BELCO

Fuel Consumption Projections

Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
September 2016	Heavy	Yes	5,100.23	85.0446	55.0446
September 2016	Heavy	Yes	30,000.00	80.9439	50.9439
September 2016	Heavy	No	59,880.68	82.7683	52.7683
November 2016	Heavy	Yes	30,000.00	87.0716	57.0716
November 2016	Heavy	Yes	30,000.00	82.9204	52.9204
November 2016	Heavy	Yes	30,000.00	84.0341	54.0341
November 2016	Heavy	Yes	30,000.00	79.8829	49.8829
July 16	Diesel	No	40,371.74	101.9777	71.9777



Fuel Adjustment Over/(Under) Recovery Projections

At Existing Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:					\$ 1,144,736
Projected kWh Sales - November 2016	47,059,595		FADJ 9.50		\$ 4,470,662
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	July 2016	14,790	\$ (71.98)	\$ (1,064,550.18)
	Heavy	September 2016	5,100	\$ (55.04)	\$ (280,740.12)
	Heavy	September 2016	30,000	\$ (50.94)	\$ (1,528,317.00)
	Heavy	September 2016	27,310	\$ (52.77)	\$ (1,441,090.14)
	Tynes Bay	N/A	3,454	\$ (101.89)	\$ (351,922.17)
	Total Barrels		80,654		(195,958)
Projected Over (Under) Recovery account as at end of this month:					948,778
Projected kWh Sales -December 2016	43,234,777		FADJ 9.50		\$ 4,107,304
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	July 2016	2,021	\$ (71.98)	\$ (145,466.93)
	Heavy	September 2016	32,571	\$ (52.77)	\$ (1,718,711.55)
	Heavy	November 2016	30,000	\$ (57.07)	\$ (1,712,148.00)
	Heavy	November 2016	6,948	\$ (52.92)	\$ (367,695.70)
	Tynes Bay	N/A	3,579	\$ (101.54)	\$ (363,366.77)
	Total Barrels		75,119		(200,085)
Projected Over (Under) Recovery account as at end of this month:					748,693
Projected kWh Sales - January 2017	43,727,752		FADJ 9.50		\$ 4,154,136
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost
	Diesel	July 2016	6,321	\$ (71.98)	\$ (454,971.04)
	Heavy	November 2016	23,052	\$ (52.92)	\$ (1,219,916.30)
	Heavy	November 2016	30,000	\$ (54.03)	\$ (1,621,023.00)
	Heavy	November 2016	13,230	\$ (49.88)	\$ (659,955.26)
	Tynes Bay	N/A	1,311	\$ (100.67)	\$ (132,012.59)
	Total Barrels		73,914		66,258
Projected Over (Under) Recovery account as at end of this month:					814,951



Fuel Adjustment Over/(Under) Recovery Projections

At Requested Fuel Adjustment Rate

Three Months Forward

Over (Under) Recovery account as at end of previous month:						\$ 1,144,736
Projected kWh Sales - November 2016	47,059,595		FADJ	9.50		\$ 4,470,662
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	July 2016	14,790	\$ (71.98)	\$ (1,064,550.18)	
	Heavy	September 2016	5,100	\$ (55.04)	\$ (280,740.12)	
	Heavy	September 2016	30,000	\$ (50.94)	\$ (1,528,317.00)	
	Heavy	September 2016	27,310	\$ (52.77)	\$ (1,441,090.14)	
	Tynes Bay	N/A	3,454	\$ (101.89)	\$ (351,922.17)	
	Total Barrels		80,654			(195,958)
Projected Over (Under) Recovery account as at end of this month:						948,778
Projected kWh Sales - December 2016	43,234,777		FADJ	8.60		\$ 3,718,191
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	July 2016	2,021	\$ (71.98)	\$ (145,466.93)	
	Heavy	September 2016	32,571	\$ (52.77)	\$ (1,718,711.55)	
	Heavy	November 2016	30,000	\$ (57.07)	\$ (1,712,148.00)	
	Heavy	November 2016	6,948	\$ (52.92)	\$ (367,695.70)	
	Tynes Bay	N/A	3,579	\$ (101.54)	\$ (363,366.77)	
	Total Barrels		75,119			(589,198)
Projected Over (Under) Recovery account as at end of this month:						359,580
Projected kWh Sales - January 2017	43,727,752		FADJ	8.60		\$ 3,760,587
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	July 2016	6,321	\$ (71.98)	\$ (454,971.04)	
	Heavy	November 2016	23,052	\$ (52.92)	\$ (1,219,916.30)	
	Heavy	November 2016	30,000	\$ (54.03)	\$ (1,621,023.00)	
	Heavy	November 2016	13,230	\$ (49.88)	\$ (659,955.26)	
	Tynes Bay	N/A	1,311	\$ (100.67)	\$ (132,012.59)	
	Total Barrels		73,914			(327,292)
Projected Over (Under) Recovery account as at end of this month:						32,289



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 August:						\$ 948,778
Projected kWh Sales - December 2016	43,234,777		FADJ	13.81		\$ 5,970,723
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	July 2016	2,021	\$ (101.98)	\$ (206,096.93)	
	Heavy	September 2016	32,571	\$ (82.77)	\$ (2,695,838.85)	
	Heavy	November 2016	30,000	\$ (87.07)	\$ (2,612,148.00)	
	Heavy	November 2016	6,948	\$ (82.92)	\$ (576,138.40)	
	Tynes Bay	N/A	3,579	\$ (131.54)	\$ (470,728.80)	
	Total Barrels		75,119			(590,228)
Projected Over (Under) Recovery account as at end of this month:						358,550
Projected kWh Sales - January 2017	43,727,752		FADJ	13.58		\$ 5,938,229
Projected fuel consumed		Shipment Date	Barrels	FADJ Cost/Barrel	Total Cost	
	Diesel	July 2016	6,321	\$ (101.98)	\$ (644,601.04)	
	Heavy	November 2016	23,052	\$ (82.92)	\$ (1,911,473.60)	
	Heavy	November 2016	30,000	\$ (84.03)	\$ (2,521,023.00)	
	Heavy	November 2016	13,230	\$ (79.88)	\$ (1,056,857.96)	
	Tynes Bay	N/A	1,311	\$ (100.67)	\$ (132,012.59)	
	Total Barrels		73,914			(327,739)
Projected Over (Under) Recovery account as at end of this month:						30,810



Generators Available for Service

October 2016

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	3108	672
E2	Yes	HFO	10127	656
E3	Yes	HFO	6247	675
E4	Yes	HFO	5582	681
E5	Yes	HFO	10139	671
E6	Yes	HFO	11612	684
E7	Yes	HFO	11871	711
E8	Yes	HFO	9383	714
D3	Yes	LFO	2835	584
D8	Yes	LFO	4079	604
D10	Yes	LFO	2927	588
D14	Yes	LFO	781	576
GT4	Yes	LFO	410	206
GT5	Yes	LFO	990	404
GT6	Yes	LFO	153	448
GT7	Yes	LFO	358	454
GT8	Yes	LFO	135	439

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



Generators Out of Service

October 2016

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
E1	Main Engine	MO	MO for the change out of Fuel injector No 8	10/03/16	10/04/16
E5	Main Engine	FO (Immediate)	E5 T/C B bank insulation caught fire. see core form and email report	10/05/16	10/07/16
E4	Main Engine	FO (Immediate)	Unit Tripped due to no Cyl Lubricator No Flow	10/05/16	10/06/16
E7	Main Engine	MO	MO for replacing of exhaust cock and leaking v/v seat line	10/06/16	10/06/16
D10	Main Engine	MO	Start air valve, ICW pipe leak and exhaust gas manifold clamp.	10/04/16	10/06/16
E4	Main Engine	MO	Unit out for hot deflections and follow up jobs after service.	10/06/16	10/08/16
E6	Main Engine	MO	Unit to MO for cleaning of TC Rooms	10/09/16	10/09/16
E4	Auxiliary Systems	MO	Unit stopped for MMD S/by to check lub oil auto filters.	10/09/16	10/09/16
E1	Main Engine	MO		10/09/16	10/31/16
E6	Auxiliary Systems	MO	E6 out for fuel rail seals	10/10/16	10/11/16
E5	Main Engine	MO	Unit to MO to service JW Amott v/v	10/14/16	10/15/16
E3	Other Systems	MO	Nutshell line repair	10/17/16	10/17/16
E4	Auxiliary Systems	MO	Unit out to clean both manual and automatic sides of auto fuel filter.	10/17/16	10/17/16
GT8	Other Systems	FO (Postpone)	Unit out to address earth fault on fire system.	10/17/16	10/17/16
E5	Instrumentation & Control System	FO (Immediate)	E5 tripped PLC issue . cautionary crankcase inspections	10/20/16	10/21/16
E5	Main Engine	FO (Immediate)	Unit out to repair fuel oil leaks at 7A and 7B and FVCW leak at 7B.	10/21/16	10/21/16
D14	Main Engine	MO	Unit out to address exhaust gas leak.	10/20/16	10/24/16
E6	Auxiliary Systems	MO	fuel leaks on rail	10/22/16	10/22/16
E2	Main Engine	MO	E2 port inspection	10/23/16	10/24/16
E6	Main Engine	FO (Immediate)	OMD and fuel leaks on cylinders 3,4B	10/24/16	10/24/16
E3	Auxiliary Systems	MO	Unit our to allow MMD to clean manual and auto sides of auto fuel filter	10/24/16	10/25/16
GT8	Electrical System	MO	earth fault inspection and repair	10/25/16	10/27/16
E6	Main Engine	FO (Immediate)	Unit forced out for broken HTCW vent pipe atop charge air cooler A. Broken off before isolation valve.	10/27/16	10/28/16
D14	Main Engine	FO (Immediate)	D14 rhs t/c smoking insulation	10/29/16	10/29/16
E3	Main Engine	FO (Immediate)	E3 omd tripped the engine and there was smoke coming from around shaft seals	10/29/16	NULL
GT5	Electrical System	FO (Immediate)		10/29/16	10/30/16
E5	Main Engine	MO	cylinder 7A tappets inspected and indicator cock changed	10/29/16	10/30/16

E6	Auxiliary Systems	FO (Immediate)	Unit out to replace split LTCW bellows.	10/31/16	11/01/16
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BELCO

Scheduled Generator Maintenance

November 2016

Generator	Maintenance Type	Outage Date	Return Date
E5	9K	11/2/2016	11/9/2016
E2	9K	11/9/2016	11/23/2016
E6*	6K	11/24/2016	12/2/2016

* - to be confirmed.



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 claim.
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 overdraft facility has been renewed until 28 February 2017 at a reduced level of \$18 million.
4. **Change in the Discount calculated on customer invoices**
Starting in July 2016 the early payment discount offered to customers will no longer be calculated on the fuel adjustment.