

P.O. 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.

November 9, 2017

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

**Attention: Mr. Mathew Copeland, Chief Executive**

**TARIFF FILING**

Dear Sirs,

This is to advise you that we wish to make the following changes to the fuel adjustment rate ("FAR"):

**Maintain the existing rate of 10.75 cents per kilowatt-hour sold for November 2017.**

Our current submission is provided using the minimum filing report (MFR) format established by the former Energy Commission. Please note the Commercial Renewable System Excess Energy Rate (CRSEER) representing the rate BELCO would pay commercial owners for excess energy generated but not consumed and exported to BELCO no longer used has been calculated and included in our December 2017 FAR MFR submission as directed per Regulatory Authority letter dated 18 April 2017.

The actual fuel adjustment cost recovery position as at 31<sup>st</sup> October 2017 was \$910,707 over recovered as compared to the \$689,639 over recovery position projected in our last filing. The \$221,068 favorable variance is due to:

- The total actual barrels of fuel consumed in October were 4,822 barrels lower than projected, resulting in a positive impact on the recovery position of \$331,078;
- Net price variance negatively impacted the recovery position by \$1; and;
- Actual October electric sales were 940,130 KWH's lower than projected. This variance resulted in a net negative impact on the fuel recovery position of \$110,009.

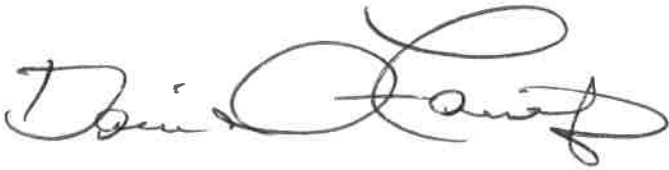
Our detailed working paper supporting this analysis has been included in the MFR (please refer to Page 17 "FAR Recovery Variance Analysis") as requested per the Authority's email dated 25 January 2017.

Please note 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 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 2017

This submission is filed by Bermuda Electric Light Company Limited (“BELCO”) with the Regulatory Authority of Bermuda (the “Authority”) using the minimum filing requirements (“MFR”) format established by the Energy Commission in its directive letter sent to BELCO dated December 30, 2013.

In accordance with Section 33 of the Regulatory Authority Act 2011, BELCO claims confidentiality over certain information provided to the Authority. That information is therefore excluded from the redacted version of this filing on the grounds that disclosure of the information would have, or could reasonably be expected to have, an adverse effect on BELCO’s commercial interests

# Fuel Adjustment Submission

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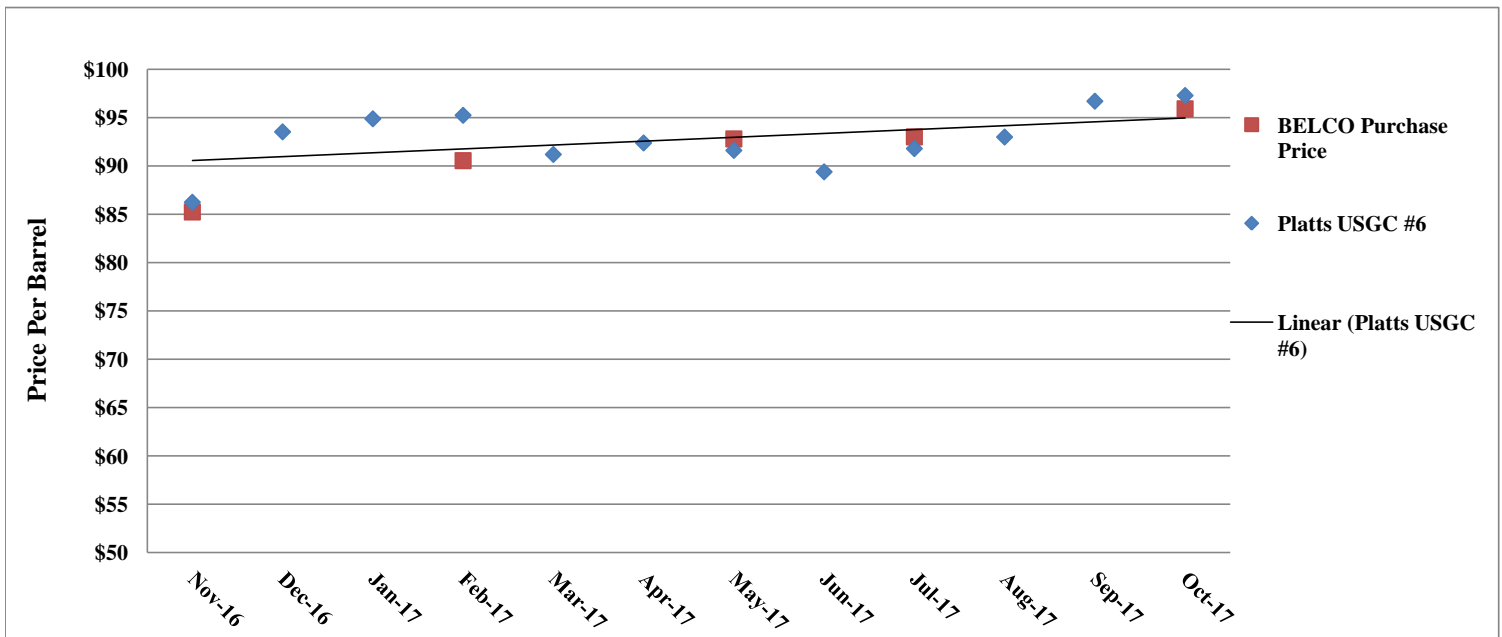


**Heavy Fuel Oil Purchased**

**Versus**

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

**Previous Twelve Months**

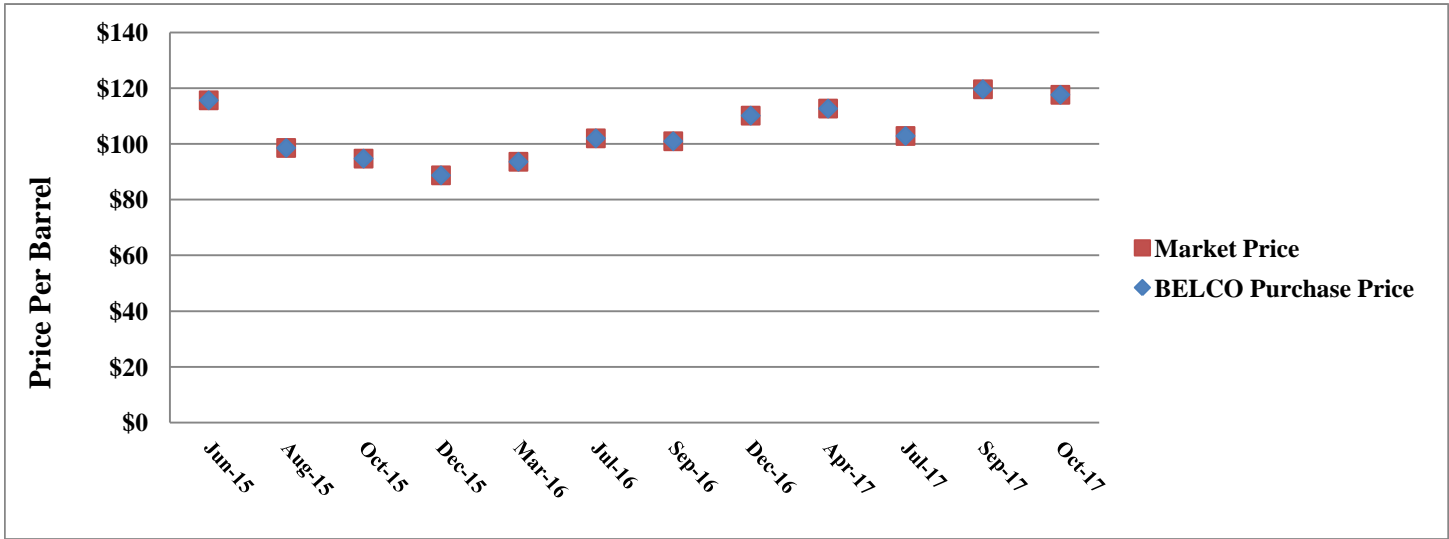


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel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



**Diesel Fuel Oil Purchased**

**Previous Twelve Shipments**



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

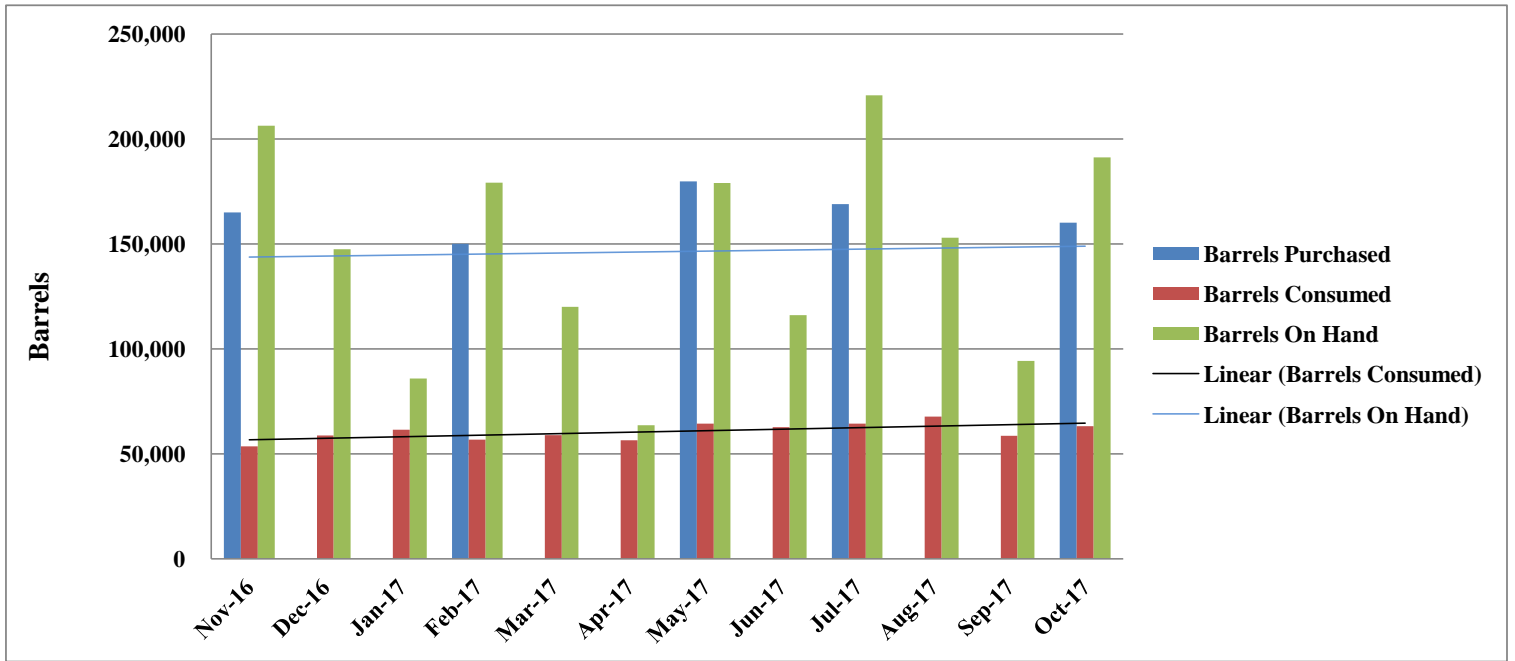
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
November, 2016	165,045.90	53,649.00	206,377.81
December, 2016	-	58,844.00	147,533.81
January, 2017	-	61,588.00	85,945.81
February, 2017	150,066.01	56,841.00	179,170.82
March, 2017	-	59,011.00	120,159.82
April, 2017	-	56,518.00	63,641.82
May, 2017	179,858.58	64,433.00	179,067.40
June, 2017	-	62,866.00	116,201.40
July, 2017	169,061.40	64,465.00	220,797.80
August, 2017	-	67,834.00	152,963.80
September, 2017	-	58,670.00	94,293.80
October, 2017	160,225.96	63,314.00	191,205.76



## Graph of Heavy Fuel Oil Inventory Activity

### Previous Twelve Months







## Diesel Fuel Oil Inventory Activity

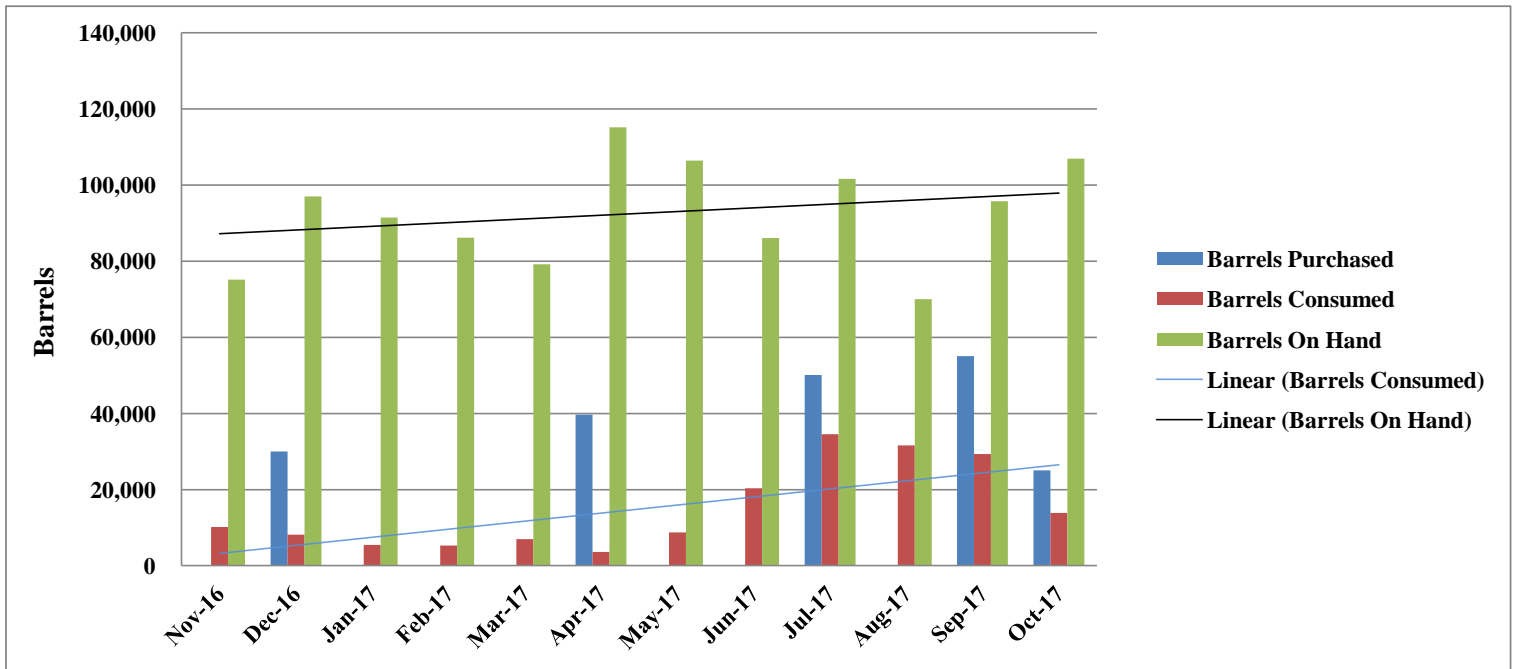
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
November, 2016	-	10,151.61	75,159.34
December, 2016	30,003.67	8,182.48	96,980.53
January, 2017	-	5,468.49	91,512.04
February, 2017	-	5,324.16	86,187.88
March, 2017	-	6,984.19	79,203.69
April, 2017	39,645.26	3,648.83	115,200.12
May, 2017	-	8,774.56	106,425.56
June, 2017	-	20,335.70	86,089.86
July, 2017	50,100.00	34,543.12	101,646.74
August, 2017	-	31,613.35	70,033.39
September, 2017	55,047.45	29,352.15	95,728.69
October, 2017	25,022.67	13,840.55	106,910.81



## 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.

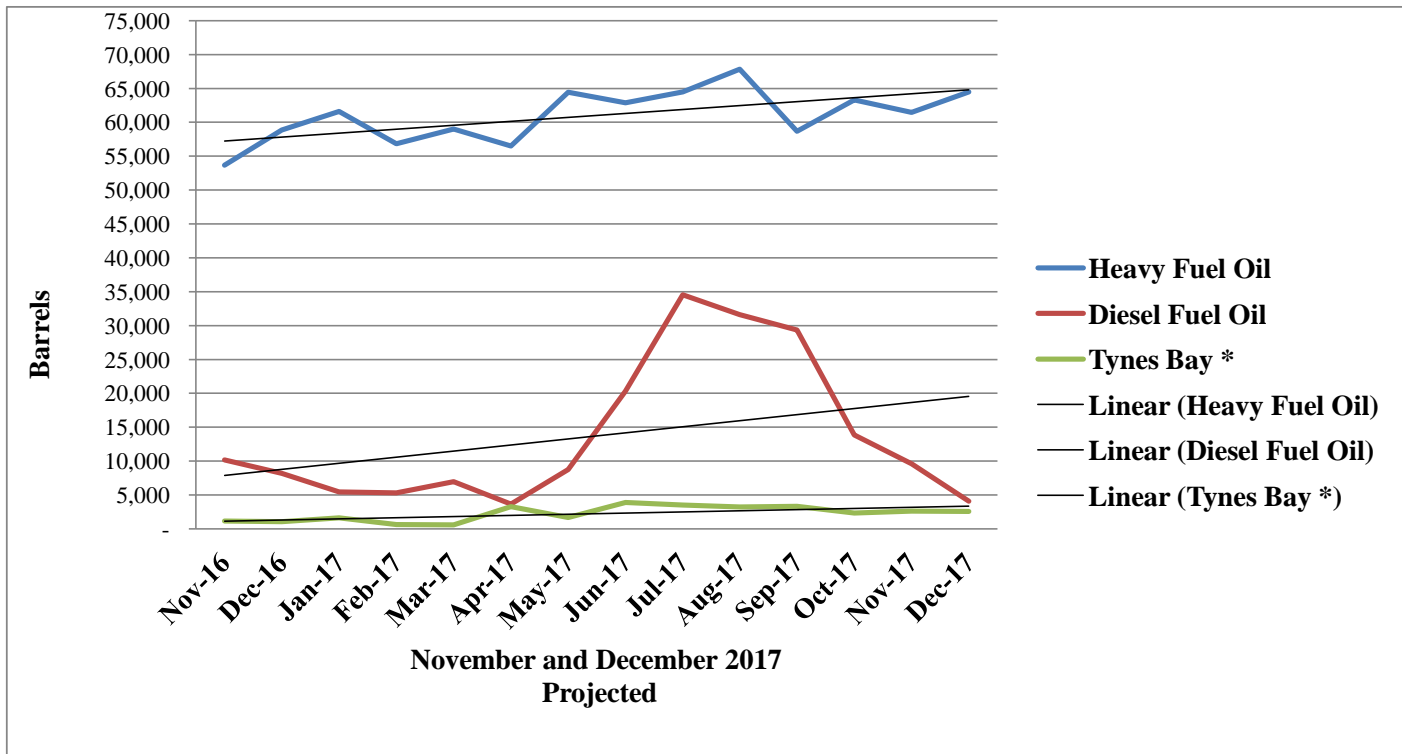


## **Diesel Fuel Oil Costs Per Shipment**

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**



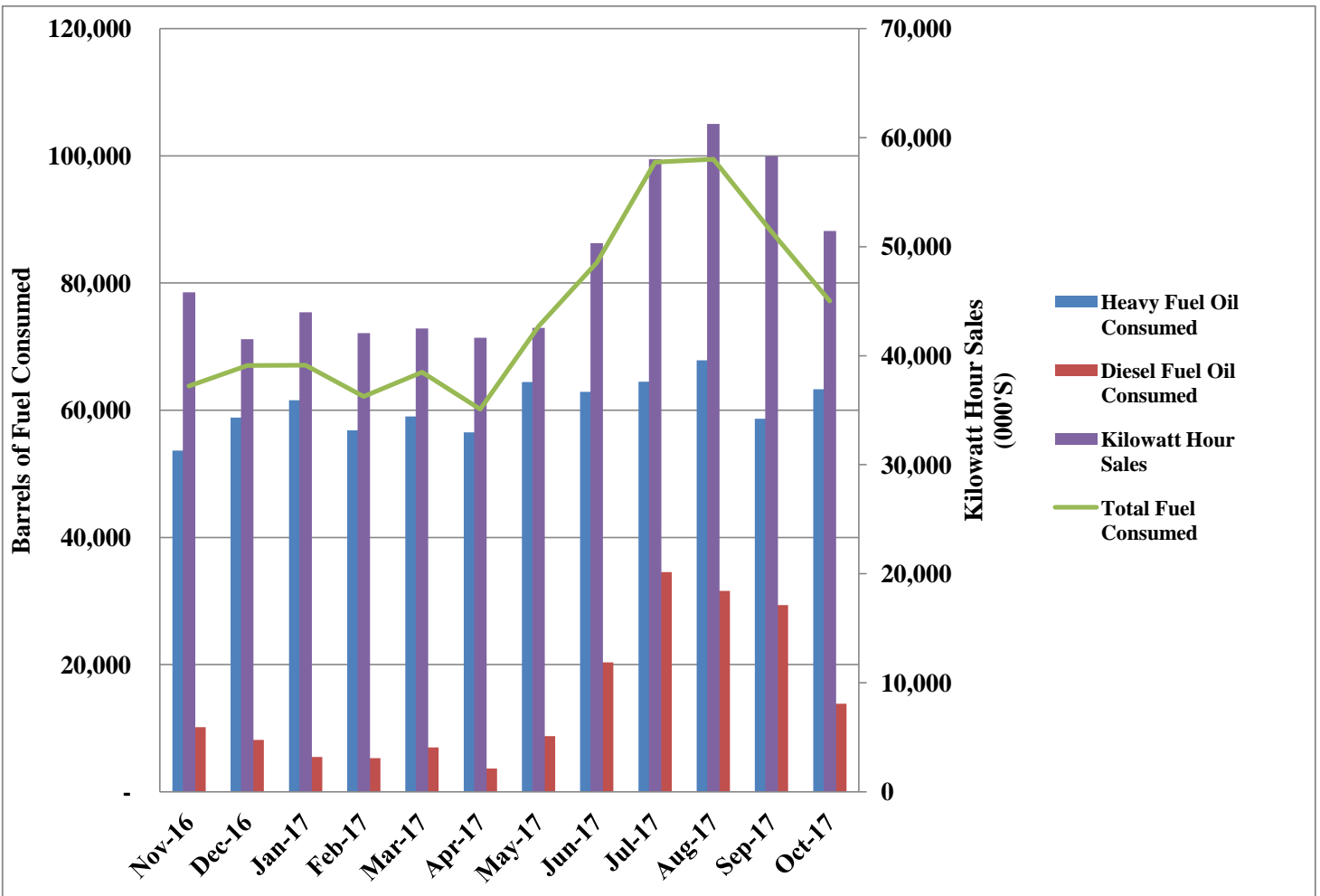
\* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes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

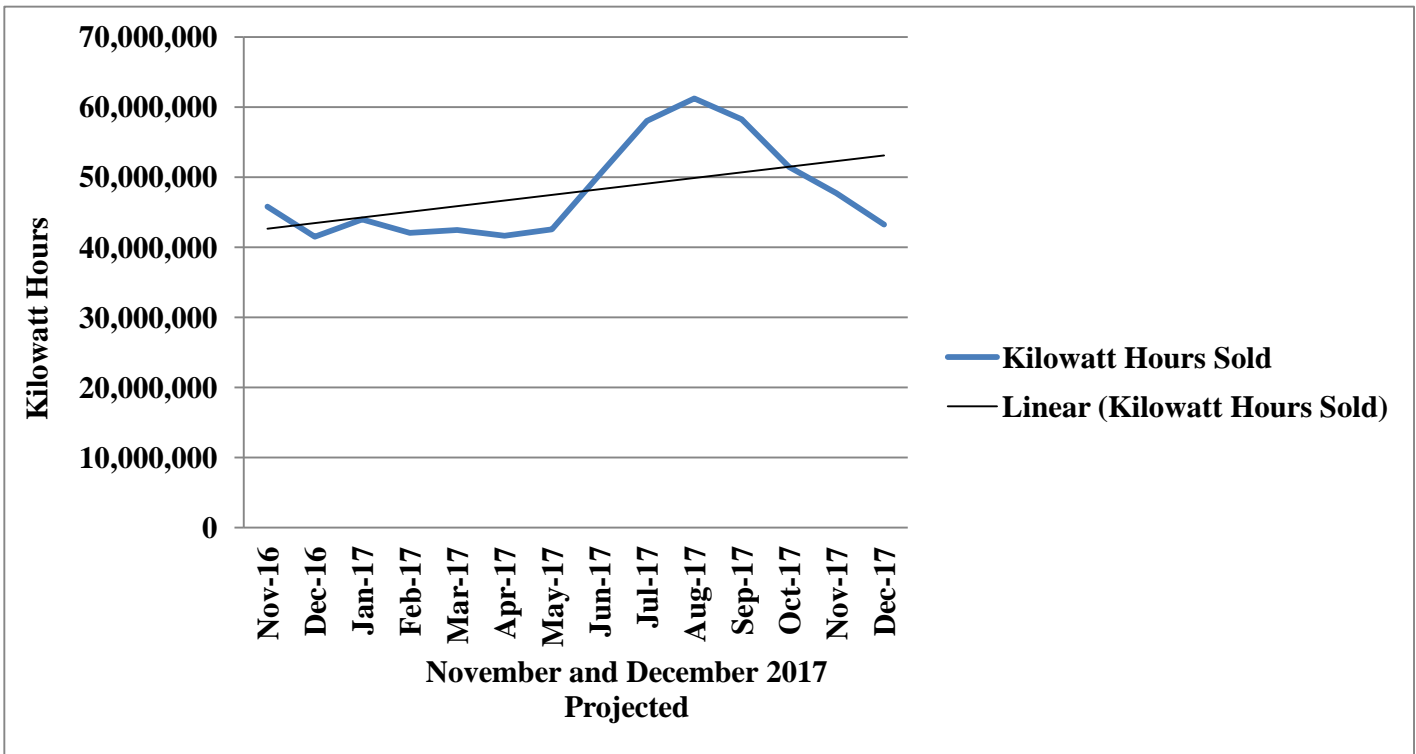




**Kilowatt Hour Sales**

**Previous Twelve Months**

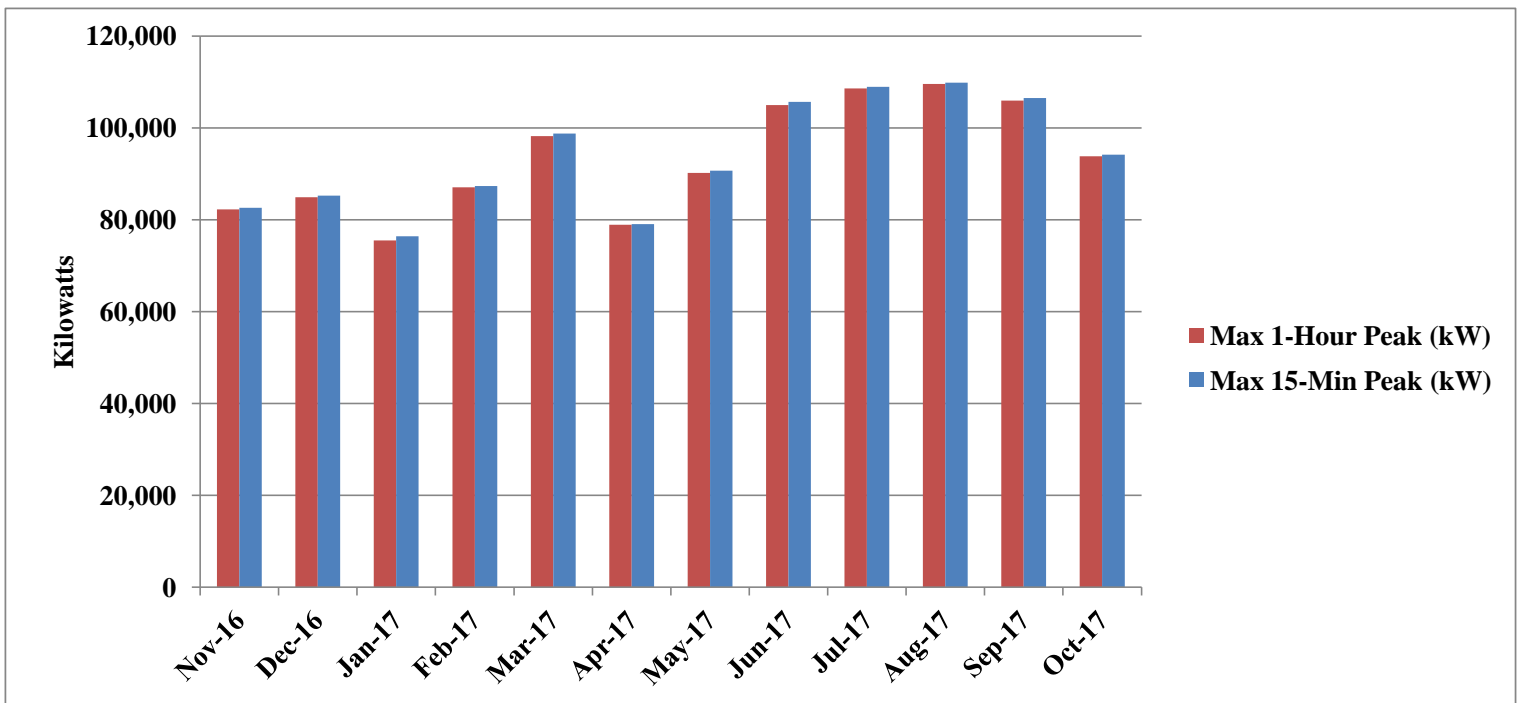
**Plus Two Month Forward Projection**





## Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months



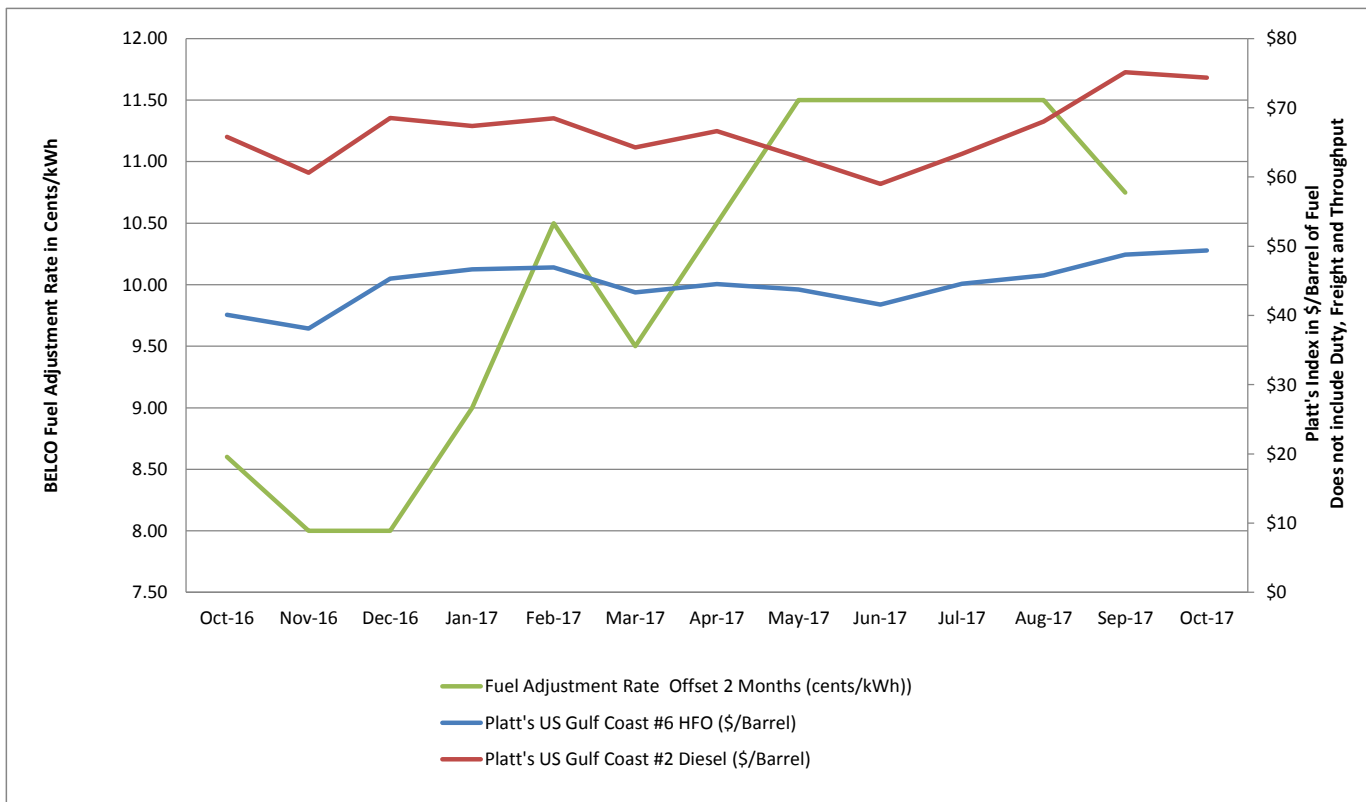




### Fuel Adjustment Rate

Versus

### Platt's Indices for Heavy and Diesel Fuel Oils



# BELCO

## Fuel Adjustment Over / (Under) Recovery

For the Month Ended 31 October 2017

	\$	\$	\$
<b>Opening Balance at 1 October 2017</b>			<b>312,117</b>
<b><u>Fuel Consumption</u></b>			
Diesel - 13,840.55 @ \$102.8318	1,423,249		
Less: Fuel Consumption @ \$30/bbl	<u>(415,217)</u>	1,008,033	
Heavy - 63,314.00 bbls @ \$94.4166	5,977,893		
Less: Fuel Consumption @ \$30/bbl	<u>(1,899,420)</u>	4,078,473	
Tynes Bay - 1,612,992 kWh @ \$0.185	298,404		
Less: (1,612,992 kWh /696.1) 2,317.18 bbls @ \$30/bbl	<u>(69,515)</u>	228,888	
		<u>5,315,394</u>	
Deduct: Fuel Adjustment Revenue		<u>5,913,984</u>	
October over / (under) recovery			598,590
<b>Ending Balance at 31 October 2017</b>			<b><u>910,707</u></b>



**Fuel Adjustment Over / (Under) Cost Recovery Variance Analysis**

**For the Month Ended 31 October 2017**

**Cost Analysis:**

**Projections:**

	Diesel	Heavy	Tynes Bay	Total
Barrels	15,011	66,656	2,626	84,293
Total Fuel Adjustment Cost	1,093,278	\$ 4,293,753	\$ 259,440	\$ 5,646,471
Fuel Adjustment Cost / Barrel	\$ 72.83	\$ 64.42	\$ 98.78	\$ 66.99

**Actual:**

Barrels	13,841	63,314	2,317	79,472
Total Fuel Cost	\$ 1,423,249	\$ 5,977,891	\$ 298,404	\$ 7,699,544
Total Fuel Adjustment Cost	\$ 1,008,033	\$ 4,078,471	\$ 228,888	\$ 5,315,393
Fuel Adjustment Cost / Barrel	\$ 72.83	\$ 64.42	\$ 98.78	\$ 66.88

**Sales Analysis:**

FAR (cents/kwh)

**11.50** Requested

**11.50** Approved

Fuel Adjustment Sales

Projected:  
Actual:  
Variance  
% Variance

Total KWH Sales	Total \$ Sales
52,382,546	\$ 6,023,993
51,442,416	\$ 5,913,984
(940,130)	\$ (110,009)
-1.79%	-1.83%

<b>Summary - projected vs. actual variances:</b>				
	Diesel	HFO	Tynes Bay	Total (Rounded)
Quantity (Barrels):	1,170	3,342	309	4,822
<b>Costs:</b>				
Price variance	\$ (1)	\$ -	\$ -	\$ (1)
Quantity variance	\$ 85,246	\$ 215,280	\$ 30,552	\$ 331,078
Total variance	\$ 85,245	\$ 215,280	\$ 30,552	\$ 331,077
<b>Sales:</b>				\$ (110,009)
Total projected vs. actual variance (October 2017)				\$ 221,068

<b>Fuel Adjustment Over / (Under) Cost Recovery (General Ledger Account 24205)</b>	<b>Projected \$</b>	<b>Actual \$</b>
Opening Balance at 1 October 2017	312,117	312,117
Projected change in over / (under) recovery position	377,522	377,522
Variance (Actual vs. Projected) - see above		221,068
Actual change in over / (under) recovery position	377,522	598,590
Ending Balance at 31 October 2017	689,639	910,707



## Fuel Consumption Projections

### Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
July 2017	Heavy	Yes	21,918.40	94.4166	64.4166
July 2017	Heavy	No	9,061.40	91.7556	61.7556
October 2017	Heavy	Yes	30,000.00	94.5705	64.5705
October 2017	Heavy	Yes	30,000.00	91.2805	61.2805
October 2017	Heavy	Yes	50,000.00	96.6929	66.6929
October 2017	Heavy	No	50,225.96	98.6651	68.6651
July 2017	Diesel	No	26,840.69	102.8318	72.8318



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Existing Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>						<b>\$ 910,707</b>
<b>Projected kWh Sales - November 2017</b>	47,696,446		FADJ	10.75		\$ 5,127,368
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
		<b>Diesel</b>	9,603	\$ (72.83)	\$ (699,403.78)	
		<b>Heavy</b>	21,918	\$ (64.42)	\$ (1,411,908.81)	
		<b>Heavy</b>	9,061	\$ (61.76)	\$ (559,592.19)	
		<b>Heavy</b>	30,000	\$ (64.57)	\$ (1,937,115.00)	
		<b>Heavy</b>	496	\$ (61.28)	\$ (30,407.38)	
		<b>Tynes Bay</b>	2,620	\$ (101.87)	\$ (266,906.29)	
		<b>Total Barrels</b>	<b>73,699</b>			222,035
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>1,132,742</b>
<b>Projected kWh Sales - December 2017</b>	43,219,261		FADJ	10.75		\$ 4,646,071
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
		<b>Diesel</b>	4,104	\$ (72.83)	\$ (298,901.71)	
		<b>Heavy</b>	29,504	\$ (61.28)	\$ (1,808,007.62)	
		<b>Heavy</b>	34,997	\$ (66.69)	\$ (2,334,064.76)	
		<b>Tynes Bay</b>	2,571	\$ (102.35)	\$ (263,135.78)	
		<b>Total Barrels</b>	<b>71,176</b>			(58,039)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>1,074,703</b>
<b>Projected kWh Sales - January 2018</b>	43,129,841		FADJ	10.75		\$ 4,636,458
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
		<b>Diesel</b>	6,284	\$ (72.83)	\$ (457,675.03)	
		<b>Heavy</b>	15,003	\$ (66.69)	\$ (1,000,580.24)	
		<b>Heavy</b>	44,231	\$ (68.67)	\$ (3,037,139.77)	
		<b>Tynes Bay</b>	3,529	\$ (103.06)	\$ (363,717.60)	
		<b>Total Barrels</b>	<b>69,047</b>			(222,655)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>852,048</b>



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Requested Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>						<b>\$ 910,707</b>
<b>Projected kWh Sales - November 2017</b>	47,696,446		FADJ	10.75		\$ 5,127,368
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	Diesel	July 2017	9,603	\$ (72.83)	\$ (699,403.78)	
	Heavy	July 2017	21,918	\$ (64.42)	\$ (1,411,908.81)	
	Heavy	July 2017	9,061	\$ (61.76)	\$ (559,592.19)	
	Heavy	October 2017	30,000	\$ (64.57)	\$ (1,937,115.00)	
	Heavy	October 2017	496	\$ (61.28)	\$ (30,407.38)	
	Tynes Bay	N/A	2,620	\$ (101.87)	\$ (266,906.29)	
	<b>Total Barrels</b>		<b>73,699</b>			222,035
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>1,132,742</b>
<b>Projected kWh Sales - December 2017</b>	43,219,261		FADJ	10.75		\$ 4,646,071
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	Diesel	July 2017	4,104	\$ (72.83)	\$ (298,901.71)	
	Heavy	October 2017	29,504	\$ (61.28)	\$ (1,808,007.62)	
	Heavy	October 2017	34,997	\$ (66.69)	\$ (2,334,064.76)	
	Tynes Bay	N/A	2,571	\$ (102.35)	\$ (263,135.78)	
	<b>Total Barrels</b>		<b>71,176</b>			(58,039)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>1,074,703</b>
<b>Projected kWh Sales - January 2018</b>	43,129,841		FADJ	10.75		\$ 4,636,458
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	Diesel	July 2017	6,284	\$ (72.83)	\$ (457,675.03)	
	Heavy	October 2017	15,003	\$ (66.69)	\$ (1,000,580.24)	
	Heavy	October 2017	44,231	\$ (68.67)	\$ (3,037,139.77)	
	Tynes Bay	N/A	3,529	\$ (103.06)	\$ (363,717.60)	
	<b>Total Barrels</b>		<b>69,047</b>			(222,655)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>852,048</b>



**Commercial Renewable System Excess Energy Rate ("CRSEER")**

**At Requested Fuel Adjustment Rate - Full Cost**

<b>Projected Over (Under) Recovery account as at end of November:</b>						<b>\$ 1,132,742</b>
<b>Projected kWh Sales - December 2017</b>	43,219,261		CRSEER	15.69		\$ 6,781,102
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	Diesel	July 2017	4,104	\$ (102.83)	\$ (422,021.71)	
	Heavy	October 2017	29,504	\$ (91.28)	\$ (2,693,121.62)	
	Heavy	October 2017	34,997	\$ (96.69)	\$ (3,383,980.76)	
	Tynes Bay	N/A	2,571	\$ (132.35)	\$ (340,264.58)	
	<b>Total Barrels</b>		<b>71,176</b>			(58,287)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>1,074,455</b>
<b>Projected kWh Sales - January 2018</b>	43,129,841		CRSEER	15.55		\$ 6,706,690
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	Diesel	July 2017	6,284	\$ (102.83)	\$ (646,195.03)	
	Heavy	October 2017	15,003	\$ (96.69)	\$ (1,450,664.24)	
	Heavy	October 2017	44,231	\$ (98.67)	\$ (4,364,075.77)	
	Tynes Bay	N/A	3,529	\$ (133.06)	\$ (469,596.60)	
	<b>Total Barrels</b>		<b>69,047</b>			(223,841)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>850,614</b>

Note: CRSEER is calculated to have no impact on the FAR over (under) recovery balance

# BELCO

## Generators Available for Service

October 2017

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	8624	689
E2	Yes	HFO	3619	684
E3	Yes	HFO	6033	704
E4	Yes	HFO	6400	711
E5	Yes	HFO	7892	703
E6	Yes	HFO	8732	757
E7	Yes	HFO	12567	733
E8	Yes	HFO	11182	750
D3	Yes	LFO	2005	605
D8	Yes	LFO	3325	615
D10	Yes	LFO	3800	612
D14	Yes	LFO	1186	578
GT4	Yes	LFO	1448	357
GT5	Yes	LFO	3	1326
GT6	Yes	LFO	743	452
GT7	Yes	LFO	467	455
GT8	Yes	LFO	510	456

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





## Generators Out of Service

**October 2017**

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
D14	Auxiliary Systems	MO	Lub oil strainers to be cleaned	10/28/17	10/28/17
E3	Main Engine	MO	Cylinder liner 2B jacket cooling water leak	10/27/17	11/2/17
D14	Auxiliary Systems	MO	Lub oil Strainers to be cleaned	10/27/17	10/27/17
E6	Instrumentation & Control System	FO (Immediate)	Unit tripped @ 03:55 Oil Mist Concentration Hi	10/25/17	10/25/17
E6	Main Engine	PO	PO 12K service	10/25/17	11/19/17
E3	Main Engine	MO	MO to re-torque Cyl Covers	10/24/17	10/25/17
E4	Main Engine	FO (Postpone)	Cyl 8A has a broken Stud and is Blowing	10/23/17	10/27/17
E2	Instrumentation & Control System	FO (Immediate)	Unit FO due to Hi Partial Discharge reading	10/21/17	10/22/17
E6	Instrumentation & Control System	MO	MO to replace IO Card	10/20/17	10/21/17
E1	Auxiliary Systems	FO (Immediate)	Cylinder #4 exhaust gas valve actuator sight glass ruptured.	10/19/17	10/19/27
E4	Auxiliary Systems	FO (Postpone)	Fuel leak cylinder 1 RHS	10/17/17	10/17/17
E5	Main Engine	PO	3K service started early due to exhaust gas leak forcing unit out.	10/15/17	10/25/17
E5	Main Engine	FO (Postpone)	Exhaust leak from cylinder 7L	10/14/17	10/15/17
E1	Auxiliary Systems	MO	Maintenance for various jobs	10/12/17	10/15/17
D3	Main Engine	SE of PO	Crankcase door seal to be replaced after 13.5K service	10/11/17	10/11/17
GT5	Instrumentation & Control System	FO (Start-Up Failure)	Loss of Communication	10/11/17	10/30/17
E1	Auxiliary Systems	FO (Postpone)	Change over cock on hot fuel oil filters leaking badly.	10/9/17	10/10/17
E4	Main Engine	FO (Immediate)	E4 tripped on L.O. servo motor	10/1/17	10/2/17



**Scheduled Generator Maintenance**

**November 2017**

<b>Generator</b>	<b>Maintenance Type</b>	<b>Outage Date</b>	<b>Return Date</b>
E6	12k major Overhaul	10/25/2017	11/19/2017
E7	6K Service	11/20/2017	11/30/2017



### **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.**  
None