

# **FUEL PRICE RISK MANAGEMENT POLICY REPORT**

## **"FUEL HEDGE"**

**December 2020**

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The Fuel Price Risk Management Policy approved by the Board on February 16, 2006 requires monthly reports to the Finance/Audit Committee. Per the Finance Chair in 2009, the report is to be presented quarterly to the F/A committee. The Board has approved resolutions authorizing implementation of the Fuel Hedge Policy for FY2008 (October 2006). In July 2008 the Board amended the Fuel Risk Management Policy by eliminating the July 15 deadline for hedging the next fiscal years fuel requirement.

Per the METRO Fuel Price Risk Management Policy, "METRO will minimize operating budget variance attributable to fuel price variability through physical forward contracts and/or financial contracts. METRO will develop and implement a plan which will provide fuel and energy commodity price certainty for up to 24 months of expected consumption such that the operating budget expense is assured with some potential to realize savings if prices decline."

All hedges will be constructed to qualify for hedge accounting treatment under Financial Accounting Standards Board (FASB) guidelines. This means that any financial hedge instrument must settle against, or directly link to, the index used as the pricing reference in the applicable procurement contract. For example, if METRO has a contract for delivery of fuel based on Platt's Gulf Coast Low-Sulfur Diesel Index, the financial hedge must reconcile to Platt's Gulf Coast Low-Sulfur Diesel Index.

## A. Diesel Fuel Hedges

Also per METRO's Fuel Price Risk Management Policy, the Authority's Diesel Fuel Hedge Strategy Team, referred to here as "Team", makes hedging decisions on METRO's behalf. The Team is lead from the Procurement department's perspective, and is comprised of Operations, Finance, Procurement, and Executive Office staff. The Team's objective is to strategically enter into agreements that cover 80% - 90% of projected fuel requirements. Actions and correspondence are typically conducted and documented via email, and the Team convenes as needed. Upon agreement by vote, the Office of Management and Budget, and Procurement department collaboratively initiate and execute Financial Hedge Swap Agreements.

Five buys completed FY2020 hedging for a total of 10.542M gallons at the average price of \$1.8679 per gallon. Eight buys completed FY 2021 hedges totaling 10.836M gallons averaging \$1.7344 per gallon. (Hedged at market rate only, excluding transportation, additive and taxes).

Authority mileage forecasts were adjusted in December 2020 to match service demand after the initial impact of the COVID-19 pandemic. The need for these adjustments were unknown when FY 2022 hedging decisions were made. As a result, METRO is 103% hedged for FY2022 with 9.072M gallons contracted through September, and an average price of \$1.4486 per gallon.

See Attachment B for details. METRO currently has trade partnerships with Bank of America Merrill Lynch, and J. Aron & Company LLC/Goldman Sachs. A summary of FY2021 hedged gallons, actual usage and settlements are outlined in Attachment B. Fiscal year to date net settlements total (\$1,336,465).

B. 5 Year Contract for Electricity

The Board authorized contract for electricity provider services concluded in June 2020. The replacement contract does not hedge electricity requirements. As a result, the quarterly Fuel Hedge Risk Management Report will no longer report electricity contract activity.

# **ATTACHMENT A**

**METRO**  
**Fiscal Years 2020 - 2022 Fuel Hedge (Diesel) - Status through December 2020**

**Financial Hedge (Oct-Sep Delivery)**

	<u>Delivery Year</u>	<u>Gallons</u>	<u>Fuel Type</u>	<u>Vendor</u>	<u>Date of Purchase</u>	<u>Avg. Price per gallon</u>	<u>Cost</u>
1	FY2020	1,260,000	ULSD	J. Aron	2/9/2018	\$ 1.7774	\$ 2,239,498
2	FY2020	2,520,000	ULSD	J. Aron	11/21/2018	\$ 1.9490	\$ 4,911,543
3	FY2020	2,520,000	ULSD	Merrill Lynch	12/26/2018	\$ 1.6965	\$ 4,275,180
4	FY2020	1,344,000	ULSD	Merrill Lynch	4/12/2019	\$ 2.0558	\$ 2,761,920
5	FY2020	2,898,000	ULSD	J. Aron	5/24/2019	\$ 1.9048	\$ 5,503,168
		<b>10,542,000</b>				<b>\$ 1.8679</b>	<b>\$ 19,691,309</b>
1	FY 2021	1,512,000	USLD	J. Aron	6/6/2019	\$ 1.7830	\$ 2,695,930
2	FY 2021	1,848,000	USLD	Merrill Lynch	8/9/2019	\$ 1.7525	\$ 3,238,620
3	FY 2021	2,016,000	ULSD	Merrill Lynch	10/2/2019	\$ 1.7350	\$ 3,497,760
4	FY 2021	2,940,000	ULSD	J. Aron	10/3/2019	\$ 1.7250	\$ 5,071,609
5	FY 2021	546,000	ULSD	J. Aron	1/14/2020	\$ 1.7935	\$ 979,272
6	FY 2021	1,176,000	ULSD	Merrill Lynch	1/23/2020	\$ 1.7090	\$ 2,009,784
7	FY 2021	504,000	ULSD	J. Aron	1/30/2020	\$ 1.6450	\$ 829,080
8	FY2021	294,000	ULSD	J. Aron	2/3/2020	\$ 1.6068	\$ 472,399
		<b>10,836,000</b>				<b>\$ 1.7344</b>	<b>\$ 18,794,454</b>
1	FY 2022	1,008,000	ULSD	Merrill Lynch	1/23/2020	\$ 1.6960	\$ 1,709,568
2	FY 2022	1,008,000	ULSD	J. Aron	2/3/2020	\$ 1.6084	\$ 1,621,217
3	FY 2022	672,000	ULSD	Merrill Lynch	2/6/2020	\$ 1.6690	\$ 1,121,568
4	FY 2022	1,092,000	ULSD	J. Aron	3/6/2020	\$ 1.5690	\$ 1,713,306
5	FY 2022	966,000	ULSD	Merrill Lynch	3/18/2020	\$ 1.2850	\$ 1,241,310
6	FY 2022	1,512,000	ULSD	Merrill Lynch	6/10/2020	\$ 1.3830	\$ 2,091,096
7	FY 2022	2,310,000	ULSD	J. Aron	9/14/2020	\$ 1.3100	\$ 3,026,180
8	FY 2022	504,000	ULSD	J. Aron	10/30/2020	\$ 1.2252	\$ 617,484
		<b>9,072,000</b>				<b>\$ 1.4486</b>	<b>\$ 13,141,729</b>

# **ATTACHMENT B**

**METRO**  
**FY2021 Settlement Summary**

<b>Month</b>	<b>Fuel Source</b>	<b>Gallons in Financial Hedge</b>	<b>Gallons Purchased</b>	<b>Gallons Used</b>	<b>Gallons Used Variance <sup>(1)</sup></b>	<b>Swap Receipts From/ (Payments To) Trader/s</b>
Oct-20	Financial Hedge	924,000	695,406	801,906	(122,094)	\$ (585,207)
Nov-20	Financial Hedge	882,000	617,888	694,398	(187,603)	\$ (460,639)
Dec-20	Financial Hedge	924,000	701,276	705,649	(218,351)	\$ (290,619)
Jan-21						
Feb-21						
Mar-21						
Apr-21						
May-21						
Jun-21						
Jul-21						
Aug-21						
Sep-21						
<b>Total</b>		<b>2,730,000</b>	<b>2,014,570</b>	<b>2,201,952</b>	<b>(528,048)</b>	<b>\$ (1,336,465)</b>

**NOTE**

1. Gallons above or below financial hedge volumes, as shown in the variance, were bought at daily market prices.