



MARKET OPERATIONS REPORT

Oct 27, 2000

(REVISED REPORT TO INCLUDE CONGESTED PATH SUMMARY ONLY)

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CONGESTED_PATH_SUMMARY for 10/28/00

OPR_DT	OPR_HR	MKT		INITIAL FLOW	FINAL FLOW	CHANG	\$
		TYPE	BRANCH_GR	(MW)	(MW)		
10/28/00	1	D	PALOVRDE_BG	2076.46	1999.03	-77.43	\$22.95
10/28/00	2	D	PALOVRDE_BG	2254.00	1994.03	-259.97	\$39.01
10/28/00	3	D	PALOVRDE_BG	2312.20	1994.03	-318.17	\$39.00
10/28/00	4	D	PALOVRDE_BG	2305.91	1994.03	-311.88	\$4.00
10/28/00	23	D	PALOVRDE_BG	2254.23	2010.03	-244.20	\$28.99
10/28/00	24	D	PALOVRDE_BG	2260.74	1999.03	-261.71	\$36.67
10/28/00	1	D	PATH15_BG	2779.69	1974.03	-805.66	\$2.95
10/28/00	2	D	PATH15_BG	2498.07	2026.43	-471.64	\$0.02
10/28/00	3	D	PATH15_BG	2707.98	2110.43	-597.55	\$0.02
10/28/00	4	D	PATH15_BG	2924.73	2166.03	-758.70	\$30.64
10/28/00	5	D	PATH15_BG	3262.01	2166.03	-1095.98	\$45.49
10/28/00	6	D	PATH15_BG	3365.68	2066.03	-1299.65	\$45.48
10/28/00	7	D	PATH15_BG	4485.00	2290.03	-2194.97	\$72.86
10/28/00	8	D	PATH15_BG	4400.31	2348.03	-2052.28	\$44.65
10/28/00	9	D	PATH15_BG	3593.20	2077.03	-1516.17	\$21.16
10/28/00	10	D	PATH15_BG	3474.29	1942.03	-1532.26	\$37.63
10/28/00	11	D	PATH15_BG	3307.81	1955.03	-1352.78	\$37.80
10/28/00	12	D	PATH15_BG	3223.64	1932.03	-1291.61	\$28.56
10/28/00	13	D	PATH15_BG	3291.08	1902.03	-1389.05	\$25.80
10/28/00	14	D	PATH15_BG	3243.53	1882.03	-1361.50	\$29.50
10/28/00	15	D	PATH15_BG	3559.51	1890.03	-1669.48	\$32.24
10/28/00	16	D	PATH15_BG	4010.11	1890.03	-2120.08	\$53.74
10/28/00	17	D	PATH15_BG	3862.54	1890.03	-1972.51	\$44.99
10/28/00	18	D	PATH15_BG	3571.14	1878.03	-1693.11	\$35.47
10/28/00	19	D	PATH15_BG	2726.17	1878.03	-848.14	\$24.54
10/28/00	20	D	PATH15_BG	2636.17	1878.03	-758.14	\$12.34
10/28/00	21	D	PATH15_BG	2435.15	2059.03	-376.12	\$18.09
10/28/00	22	D	PATH15_BG	2704.74	2059.03	-645.71	\$14.80
10/28/00	23	D	PATH15_BG	2918.49	1799.03	-1119.46	\$5.22
10/28/00	24	D	PATH15_BG	2553.99	2008.03	-545.96	\$0.03

Positive Final Flow means Congestion into the ISO; for Path 15 and Path 26, it is S-N congestion.

Negative Final Flow means Congestion out of the ISO; for Path 15 and Path 26, it is N-S congestion

Special Notes:

None.