

least resistance and respects no political or system boundaries, utilities sometimes find their lines clogged with power that they neither generated nor planned for. Because of the limited ability to predict how power actually will flow from moment to moment, power from most utilities—including TVA—sometimes inadvertently flows into or through neighboring systems.

In times of crisis, the added traffic can confound the efforts of operators to prevent a calamity. On a hot day last August, 10,000 megawatts—an output equivalent to that of eight large nuclear plants—flowed through the TVA system, three-quarters of it unplanned. The result: TVA—despite all its efforts—was one thin mishap away from a widespread blackout. In the future, as dozens of new plants are added to the grid, these inadvertent power flows—and the problems they cause—will only increase.

There is also concern about the ways some new merchant power plants—which are built to sell power to a particular buyer, rather than to serve a specific area—are being used. One marketer that owns merchant plants in TVA's region, aided by a puzzling interpretation of the rules by the National Electric Reliability Council—a utility-sponsored organization that promotes reliability—determined that its power plants can serve as transmission control areas and points of delivery for power transactions. Normally, a transmission control area contains generators and consumers of electricity and a control center responsible for ensuring that both the supply and demand for electricity are kept in balance. As a control area, the marketer would have the right to reserve space on TVA's transmission system, ostensibly to have large quantities of electricity delivered to its power plants.

Since a power plant consumes only minuscule amounts of electricity, however, delivering large amounts of power to one is physically impossible; and in fact, this marketer has no intention of receiving electricity at its plant. Instead, the arrangement serves the marketer by securing a needed path into TVA's transmission system. Later, when the marketer finds a buyer, it can inform TVA—with as little as 20 minutes' notice—that thousands of megawatts will be flowing across the transmission system, ready or not. We consider this a dangerous misuse of the transmission system and have determined that we will accommodate the marketer's transmissions only if reliability can be protected.

Established electric utilities don't always wear the white hat. Competitive pressures can bring out rogue behavior in many organizations. Last summer, for example, one midwestern utility had more demand for electricity than it could supply. Normally in such circumstances, the price of power rises when demand exceeds the supply. If a utility cannot meet its contractual requirement, it should interrupt noncritical and keep critical loads, like hospitals, from being at risk. Instead of interrupting lucrative sales when power prices were exorbitantly high, however, the utility simply allowed its system to become a "black hole" on the grid. Because electricity flows to where it is needed, the utility sucked in power from other utilities without paying the high prices for it and increased the risk of blacking out its neighbors.

BUILD IT AND THEY WILL COME

What would happen if, with air travel booming, there were suddenly a freeze on building new airports or expanding old ones? Air travel would likely peak according to the

number of planes that airports could safely handle, and then level off. That is not what's happening in the electric utility industry. Nationally, electricity sales are growing at a rate of about 2 percent annually, closer to 3 percent in the southeastern region. To meet this growth and possibly make large profits during periods of extreme demand, new generating plants are being built at an unprecedented rate. At the same time, investment in transmission systems nationally has almost bottomed out. In airline terms, we are building planes and sending them from the gate with hoards of travelers onboard, even though we are dangerously short of runways. To make matters worse, those planes take off and land without talking to the control tower about their flight plan.

Most of the nation's extra-high-voltage transmission lines were built after the infamous blackouts of the mid-60s. They were intended to enable bulk deliveries of power over long distances in the event of emergency—thus ensuring reliability. Today, however, those lines are largely used for day-to-day commerce. New players in the market

The societal cost of having too much transmission capacity is small compared to the societal cost of having too little. Yet industrywide transmission is not being built to support the new market. In 1990, utilities' 10-year plans called for a total of 13,000 miles of new transmission lines. After passage of the Energy Policy Act in 1992, those plans began to nose-dive. By 1999, only 5,600 miles were still planned. TVA, I'm pleased to note has not followed this trend. While the miles of planned transmission lines in the United States have been halved, TVA has doubled its transmission capital budget. We built more than 160 miles of transmission line last year and will build a comparable amount this year to enhance reliability within the region.

THE PUBLIC GOOD

Handled properly, competition can bring genuine benefits to society. Regions that have been plagued with high power costs may one day see lower rates. New participants in the industry may play an important role in bringing about this parity, and they should be encouraged to take part. Obstacles to a fair, open, and diverse marketplace should be removed, but carefully and for the right reasons. The public has far too much at stake to allow competition to jeopardize reliability. Already, the pendulum has swung so far in the direction of open competition that reliability is being compromised.

New participants in the industry tend to think of electricity as a commodity, to be bought and sold like any other. They are fond of comparing electricity to natural gas and seek an industry structure in which they can trade electricity without limits. But as long as electricity is dependent upon instantaneous transmission—until it can be stored efficiently for later use—we cannot afford to treat it as a simple commodity. The risk are far too great to permit this mindset to govern energy policy. New players, policy-makers, and even many established utilities must come to realize that electric system reliability doesn't happen by itself. It takes planning, resources, and time to ensure that the nation's electric grid will continue to operate smoothly.

The North American grid can become a balanced playing field—accessible to all, supportive of open competition, and robust enough to withstand the worst that nature and growth can throw at it. Or it can decline into a choked and inefficient war zone where interruptions are commonplace, as industry

players try to outdo each other in search of short-term profit. Restructuring can help create that balanced field by encouraging new generators to enter the market and relieve the current shortage of electricity production. Without comparable improvements in transmission, however, we may be putting out the fire with gasoline.

TRIBUTE TO ADAM GRAVES

HON. BILL PASCRELL, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 28, 2000

Mr. PASCRELL. Mr. Speaker, I would like to call to your attention the exploits of a remarkable athlete and humanitarian, Adam Graves of Tucumseh, Ontario, Canada. On Wednesday, June 14, 2000, he was feted at the Brownstone House in Paterson, NJ, because of his selfless dedication to the community and children by the Boys & Girls Club of Passaic, NJ, at the Annual Sportsman of the Year Dinner. It is only fitting that Adam be honored, for he has a long history of caring, generosity and commitment to others.

The road to Adam's professional career took him through the minor leagues. He made his AHL debut in the 1987 playoffs. In 1989, he helped Adirondack win the Calder Cup and notched 11 goals and 7 assists.

In an All-Star Junior career, Adam totaled 100 goals and 124 assists in two and a half seasons with Windsor of the OHL. He led the team in playoff goals in all three seasons. Adam also captained the Spitfires to the OHL Championship in 1988. In addition, he led the OHL in playoff scoring with 32 points.

Adam Graves also has a stellar international record. As a member of the Gold Medal-winning Canadian Junior team at the World Junior Championships in 1988, he notched five goals. He also served as captain of Team Canada at the 1993 World Championships in Munich, Germany, tallying six points. Additionally, he garnered seven points representing Team Canada at the 1999 World Championships in Norway.

Selected by the Detroit Red Wings in the second round, Adam was the 22nd overall pick of the 1986 NHL Entry Draft. After 3 years he was traded to the Edmonton Oilers, where he helped the team win the Stanley Cup. Adam was signed by the New York Rangers as a free agent on September 2, 1991, and clinched his second Stanley Cup in 1994.

In total, Adam has appeared in 907 career NHL games, registered 293 goals and 248 assists for 541 points, along with 61 post-season points. He played in his first NHL All-Star Game on January 22, 1994, at Madison Square Garden in New York.

Born April 12, in Toronto, Ontario, Adam Graves wears number nine on the New York Rangers. He plays left wing, is 6 feet tall and weighs 205 pounds. His teammates often call him "Gravy." Interestingly, in 1998, he appeared in an episode of "Spin City" starring Michael J. Fox. Adam also captured the "Good Guy" award, presented by the New York chapter of the Professional Hockey Writers' Association, for cooperation with the

media. In addition, he is a four-time winner of the "Players' Player" award, given annually to the best "team player" as voted by the players.

As a concerned member of the community, Adam serves as a celebrity chairman for Family Dynamics, a New York City child abuse agency. He helped raise more than \$80,000 at the agency's annual Family Dynamics event. "Gravy" makes several appearances with many charitable organizations during the season, including the annual Toys for Tots collection during the holiday season. He was the recipient of the "Crumb Bum" award in 1992-1993 for his work with New York youngsters. Along with four other professional athletes, he was awarded the USA Weekend "Most Caring Athlete" Award for his charitable efforts and community service.

Over the years, Adam has made a significant impact in the NHL and beyond through his commitment to charity. He is a four-time winner of the Steven McDonald Award, given to the Rangers player who "goes above and beyond the call of duty," as voted by the fans. In 1993-1994, he received the NHL's prestigious King Clancy Memorial Trophy. This award is given to a player that best exemplifies leadership on and off the ice and has made a noteworthy humanitarian contribution in his community. He is the first Rangers player to be so honored.

Mr. Speaker, I ask that you join our colleagues, Adam's family and friends, the Boys & Girls Club of Passaic, the New York Rangers, the National Hockey League and me in recognizing the outstanding and invaluable service to the community of Adam Graves.

IN RECOGNITION OF HUGH M.
"LALLY" BATES

HON. BOB RILEY

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 28, 2000

Mr. RILEY. Mr. Speaker, I rise today to recognize one of Alabama's finest, Mr. Hugh "Lally" Bates. On June 30, 2000, Mr. Bates will retire, ending his distinguished 38-year public service career. Speaking about leadership, Winston Churchill once said "I have nothing to offer but blood, toil, tears, and sweat." After a career marked by blood, toil, perhaps tears, and a great deal of sweat, Mr. Lally Bates will soon be retiring from public service.

Ever since enlisting in the U.S. Marine Corps on his 18th birthday, Mr. Bates has served his country, his state, and his community with nothing less than the utmost integrity and professionalism. Today we honor this distinguished man and publicly thank him for his sacrifices.

While serving in the Marine Corps, Mr. Bates was stationed in Korea with the First Marine Division, Fifth Marine Regiment. During his service, he was wounded on three separate occasions. He was awarded three Purple Hearts, and the Bronze Star with combat "V" for valor in personally destroying a North Korean machine gun emplacement and with it, four North Korean soldiers.

President Lyndon Johnson appointed Mr. Bates to the position of Postmaster of Clanton in 1965. His distinguished service in this capacity earned him the respect and admiration of his fellow Postmasters who twice elected him to serve as the National President of the National Association of Postmasters of the United States (NAPUS). In fact, Lally Bates is one of only two Postmasters ever elected to serve twice as the National President of NAPUS.

Aside from his professional duties, Mr. Bates has served Chilton County in a number of civic leadership capacities. He has twice been named the president of the Chilton County Chamber of Commerce, and been honored for his service as president of this organization that further honored him by naming him its Citizen of the Year this past January.

He further served as the president of the Clanton Quarterback Club, the Clanton Dixie Youth Baseball League, and the Civil Defense Rescue Squad. Additionally, his concern for others led him to serve as the Chairman of the Board of Directors for Chilton County Hospitals. Always selfless, Lally Bates has continued to serve his fellow veterans as commander of American Legion Post No. 6.

While Mr. Bates may be known by many as the Postmaster of Clanton, others may recognize his voice. For 41 years, Mr. Bates has been the Voice of the Chilton County Tigers football team on WEZZ radio, representing his alma mater.

Today I want commend Mr. Bates for his years of service. As an Alabamian, I am grateful for all that he has done to serve his community. I thank Mr. Bates, and the Bates family, for sharing time with the community. Today, I thank him for all of your blood, toil, tears, and sweat.

MANAGEMENT OF NATIONAL
FORESTS

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 28, 2000

Mr. DUNCAN. Mr. Speaker, Matt Bennett, who is a very good friend of mine, wrote an editorial today in the Knoxville News-Sentinel about the management of our national forests.

This Administration has proposed a plan to manage our national forests which many people believe could actually end up harming our forests by preventing access to areas in danger of fire. I agree that we should be preserving our existing wilderness areas and national parks. However, the federal government already owns 30 percent of all the land in the U.S. If we keep locking up more and more land, we will just end up hurting the middle- and lower-income families by driving up the cost of forest products.

Mr. Speaker, I believe that Mr. Bennett's column does an excellent job describing the dangers of this proposal put forth by the Administration. I have included a copy of the editorial that appears in today's edition of the Knoxville News-Sentinel and would like to call it to the attention of my colleagues and other readers of the CONGRESSIONAL RECORD.

[From the Knoxville News-Sentinel, June 28, 2000]

PRESIDENT'S ROADLESS PLAN TOO CONFINING
FOR FUTURE GENERATIONS
(By Matt Bennett)

In the legal parlance of estate planning, the term "dead-hand control" refers to one generation's attempt to control the future of another from the grave. For the obvious reason that we can never know what circumstances future generations might face, most attorneys advise against it.

Yet in preparing to designate another 60 million acres of our national forests as permanently roadless, this is precisely what the Clinton administration is preparing to do, and it should not be allowed to succeed.

Seeking support, the administration has argued (as it has on every issue from higher taxes to gun control) that we need to set aside these roadless areas for the children. Likewise, environmentalists often cite the seven-generations concept of the Iroquois nation, asking that we consider the implications of our actions seven generations removed.

These environmentalists, convinced that our generation lives at the expense of the next, hope that trans-generational guilt will lead to policies more to their liking.

No matter how charming the notion, if we reverse the exercise and think backward seven generations, we can see the obvious shortcomings of the idea.

If policies common 150 years ago had been perpetuated until today, slavery would still exist, women would not be allowed to vote and forests would be cut as fast as possible to clear the land for farming.

And, while environmentalists point to polls that indicate the public's support of the roadless policy, I suspect polls taken 150 years ago would have shown support for the above policies too: policies that now seem terribly inappropriate.

The truth these examples illustrate is that our ancestors could not see the future, and neither can we. We can know neither the demands nor the emergencies future generations may face.

Setting aside these lands as permanently roadless would be a terrible mistake, tying the hands of future generations and denying them the freedom and the choice to make their own decisions. In other words, we would be controlling them from the grave.

Today, experts point out that as many as 65 million acres of our national forest are at risk from wildfire and disease. They also point to wildlife and plant species at risk due to the aging of our forests. Consequently, most reject the notion that public forests should be left unmanaged.

Yet, the president's plan makes that naive idea a virtual certainty. For that reason, the wildlife directors of five southern states, Tennessee included, have publicly expressed their concerns about the plan.

Because flexibility is the most necessary tribute of long-range planning, the lack of it in the president's roadless plan makes it woefully inadequate to meet the needs of future generations.

What we need is management that requires the U.S. Forest Service to develop a plan every 10-15 years for each national forest that will meet the public's needs while protecting the long-term health and condition of the forests.

Incorporating local input and sound science, these plans would recognize that both forests and society are dynamic and changing over time. Most of all, these plans would refrain from giving the current generation irrevocable control over subsequent ones. Their legacy would be their flexibility.