

succeeding generations to bring order and security to their lives. They should keep this money. It is not for us. If this is the last and only gift a mother or father had to give to their children or husband, or wife to their spouse, that is as it should be. It is not for us.

Current law excludes disability benefits from income if a U.S. employee is injured in a terrorist attack outside the United States. This legislation will also expand this to include those injured in a terrorist attack in the United States.

Every Member of the Senate should feel proud to be part of this legislation. We have offered assistance to the States of Virginia and New York and New Jersey because of the terrorist attacks. We have offered relief to the airline industry to save them from bankruptcy. There is debate now on what should be done for the insurance industry. These things may all be right and proper. They are not complete.

No financial arrangement, no change of the law could possibly be complete unless we address the question of families themselves. Senator CORZINE and I made a solemn pledge to these families that we would not rest until this is done. I can assure you that promise will be kept. There is little else this Government can offer these people. This much, Madam President, we can and should do.

THANKING SENATOR ALLEN

Ms. MIKULSKI. Madam President, I would like to take this opportunity to thank Senator ALLEN for his generosity and his collegiality.

As one of the displaced Hart people, he very graciously offered facilities in his own office to welcome my staff. It was a bridge across the Potomac, hopefully a little bit less expensive than the Woodrow Wilson Bridge. Now we are working together on the capital region security plan. I express in this time this is what bipartisan collegiality is all about.

COVE POINT

Ms. MIKULSKI. Madam President, I want to bring the full attention of the Senate to a national security issue about which I am deeply alarmed. Plans are well underway to reactivate and expand a liquefied natural gas, LNG, terminal at Cove Point in Maryland.

What would this mean? It would mean that foreign ships, transporting flammable liquid natural gas, would come up the Chesapeake Bay and dock 3½ miles down from the nuclear powerplant at Calvert Cliffs.

Can you believe that the Federal Energy Regulatory Commission has given preliminary approval to reopen the Cove Point LNG facility and will let this type of tanker steam up the bay and park next to a nuclear powerplant? And guess when they did it? They did it on October 11, the 1-month anniversary of the terrorist attack on America.

The President of the United States was warning us against more attacks. The Attorney General had us on high alert. And FERC is signing little pieces of paper saying "you all come from Algeria."

I cannot believe it. Calvert Cliffs, 3½ miles away, needs to be protected. The International Atomic Energy Agency and U.S. officials have warned that nuclear powerplants are at risk.

The Homeland Security Director, Tom Ridge, has called for increased security at nuclear powerplants.

We cannot fly over nuclear powerplants. Why should we be able to dock next to them with an LNG tanker?

From where do these LNG tankers come? One of the main sources is Algeria. Algeria is on every terrorist watch list. It is the home of the Armed Islamic Group, or IGA, a terrorist group with international reach. Islamic radicals from Algeria are key players in bin Laden's terrorist network. But that is OK; an Algerian tanker can just come up and park in Maryland next to a nuclear powerplant. I am concerned that these terrorists could attack ships carrying fuels, posing a real risk.

The mayor of Boston is also worried about it. That is why he tried to keep an LNG tanker out of Boston Harbor.

If LNG tankers are allowed in the Chesapeake Bay near Calvert Cliffs, a nightmare scenario could become a reality.

As America leads the war on terrorism, we cannot do business as usual and issue permits without analysis through a national security prism.

I acknowledge we do need more natural gas in our country. I acknowledge we need to look at energy policy. But while we are looking at the long-range solutions, we should not make short-range decisions that put us further at risk.

So what am I doing about it?

I am demanding that the Chairman of FERC review their permitting process and review their Commission's decision on Cove Point in the interest of national security and national safety. I don't know what they were thinking about on October 11, but they are going to have to rethink this whole process.

I am bringing this matter to the attention of Homeland Security Director Tom Ridge and FBI Director Robert Mueller, urging them to fully consider potential risks from terrorism and to get a hold on the permitting processes that are going on in this country.

I am turning to U.S. Coast Guard Admiral Loy to ensure that the Coast Guard rigorously reviews the Cove Point proposal, working with the Office on Homeland Security and the FBI to fully consider potential risks from terrorism.

The Coast Guard has authority over foreign LNG tankers that would come into the Chesapeake Bay. I have already discussed this with our local commander, Captain Peoples, who is now taking a look at this issue.

I am asking the Nuclear Regulatory Commission to look into the potential

threat to the safety of Calvert Cliffs by this proposed reopening.

Finally, I am asking the Governor of Maryland, Parris Glendening, to use his local regulatory authority to review this proposal.

You can be sure that I will follow up with all these officials. I am very serious about the threat of terrorism. And I am sure some of my colleagues will share my concern.

I want to make sure that LNG shipments into Cove Point and other American terminals are thoroughly considered as a national security issue, not just an energy issue, and that they are part of our threat assessment.

I am not confident that those who gave preliminary approval to reopen Cove Point gave this matter the rigorous review it deserves.

I want every single agency with authority over LNG plants and shipping to take a look at the risk of terrorist attacks.

Madam President, let me conclude by saying this. We are all warriors in the war on terrorism. Whether we are a bureaucrat or a technocrat or whether we are a soldier in Afghanistan, we all need to stand sentry. Thousands of people died at the two World Trade Center Towers because of sloppiness and incompetence at our airports. We cannot let the same sloppiness go on at our seaports.

I will stand sentry, working for the United States of America and protecting the Chesapeake Bay. I wanted to bring this to my colleagues' attention. I say to my colleagues, where they are giving permits, you want to make sure that it is not quite as permissible as people might think.

I yield the floor.

The PRESIDING OFFICER. The Senator from Connecticut.

ELECTION REFORM

Mr. DODD. Madam President, I thank the distinguished Senator from Louisiana, the distinguished Senator from Texas, and the distinguished Senator from Illinois for allowing me to speak for 7 minutes on an unrelated subject matter.

It was 1 year ago on this very day that we had a national election. It was on November 7 of last year when 105 million of our fellow citizens went to the polls to elect a President of the United States, Congress, and a variety of governorships and State legislative offices. As we all recall, although it is hard to imagine it has been a year, it was a very controversial election, one that went on for a month before a final decision was made by the Supreme Court.

According to the CalTech-MIT report, as many as 4 million to 6 million people actually showed up to vote that day, but for a variety of reasons in States across the country, were told they could not vote or they voted and their vote was not counted. That is according to CalTech and MIT.