# Alaska North Slope Aff

### Plan

NOT TOALLY SURE WHAT OUR PLAN WILL DO. WILL BE SOMETHING VERY CLOSE TO THIS.

#### Plan: The United States federal government should substantially increase its transportation infrastructure investment by building a deep-water seaport on St. Lawrence Island, Alaska.

# Environment Advantage

### 1AC Environment Advantage

#### Environmental disasters are inevitable because of new drilling – ports are key to effective containment and response

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

When the Deepwater Horizon oil rig exploded in the Gulf of Mexico in the early morning hours of April 20, 2010 it spawned one of the worst environmental disasters in U.S. history. BP Plc’s Macondo well blowout lasted 89 days, spewing nearly 5 million barrels of oil into the Gulf of Mexico, and taking the lives of 11 men. The catastrophe showed the clear need for a massive, well-coordinated response when disaster strikes. Though the refrain “never again” was echoed time and again in the wake of the BP oil catastrophe, we are now facing a new oil spill threat. After spending over five years and $4 billion on the process, the Royal Dutch Shell Group is on the cusp of receiving the green light to begin exploratory drilling in Alaska’s Beaufort and Chukchi Seas this summer. 1 Though Shell emphasizes it would drill exploratory wells in shallow water rather than establishing deep-water production wells like Macondo, the fundamental characteristics of the vastly unexplored and uninhabited Arctic coastline may increase the likelihood of a spill and will certainly hamper emergency response capability. 2 The decision to move forward with drilling in some of the most extreme conditions on Earth has deeply divided Alaska Native communities, drawn stark criticism from environmental groups, and caused other federal agencies such as the U.S. Coast Guard and the National Oceanic and Atmospheric Administration, or NOAA, to raise concerns about the glaring absence of sound science in the region. This is highlighted in a recent letter to the Obama administration, signed by nearly 600 scientists from around the world, calling on the president and Secretary of the Interior Ken Salazar to follow through on their commitment to science and enact recommendations made by the U.S. Geological Survey before approving any drilling activity in the Arctic. 3 In addition to the lack of a scientific foundation, the Arctic has inadequate infrastructure to deal with an oil spill, and response technologies in such extreme environmental conditions remain untested. As we detail in this report, the resources and existing infrastructure that facilitated a grand-scale response to the BP disaster differ immensely from what could be brought to bear in a similar situation off Alaska’s North Slope. Even the well-developed infrastructure and abundance of trained personnel in the Gulf of Mexico didn’t prevent the Deepwater Horizon tragedy. Our Arctic response capabilities pale by comparison. There are no U.S. Coast Guard stations north of the Arctic Circle, and we currently operate just one functional icebreaking vessel. Alaska’s tiny ports and airports are incapable of supporting an extensive and sustained airlift effort. The region even lacks such basics as paved roads and railroads. This dearth of infrastructure would severely hamper the ability to transport the supplies and personnel required for any large-scale emergency response effort. Furthermore, the extreme and unpredictable weather conditions complicate transportation, preparedness, and cleanup of spilled oil to an even greater degree.

#### Arctic drilling makes spills inevitable – we are woefully unprepared to respond

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

In a recent report, co-authored by the National Research Council, the National Academy of Engineering found that the oil industry and the federal government have a “misplaced trust” in the functionality of blowout preventers, designed to seal an oil well in the event of an emergency. 25 Since their invention in 1922, “the evolution of this expensive and long-lived piece of equipment appears to have been limited,” and was neither designed nor tested for the conditions that likely occurred at the time of the Macondo well blowout. Though drilling overseers have made progress in expunging the “failure of supervision and accountability” that led to the Macondo well blowout, the Arctic, as the Commission emphasized, “requires the utmost care, given the special challenges and risks associated with this frontier.” 26, 27 If we learned anything from Deepwater Horizon it’s that the importance of preparedness cannot be overstated and that caution should be exercised to an even greater degree given the unique variables that will dramatically increase the degree of difficulty of responding to an oil spill in a high-risk environment such as the Arctic. “As one WWF staffer has put it, an oil spill occurring in the Gulf is like a heart attack happening in a hospital — you have everything you need to be treated. A spill in the Arctic is like having a heart attack on the North Pole — you’re on your own.”

#### Oil tanker passage causes massive spills – no capable response without ports

Struzik 2008

10 JUL 2008: REPORT The Arctic Resource Rush is On 10 JUL 2008: REPORT Ed Struzik http://e360.yale.edu/feature/the\_arctic\_resource\_rush\_is\_on/2035/

But **the biggest threat may well come from the captain of a single-hulled, crude oil tanker who tries to save time and fuel by taking a shortcut through the Northwest Passage. If that ship runs aground** or is crushed by melting ice spilling out of the High Arctic, **it could make the two-year, $2 billion clean-up of the Exxon Valdez look like a kitchen spill.** Experts all agree that **the United States is not prepared to handle such a disaster. With no Arctic seaport, no roads, virtually no Arctic naval capability, and very few airports from which to stage a recovery and cleanup, the government would be hard-pressed to mount an effective response**. Gary Sergy — **an Environment** Canada **expert who helped pioneer oil spill cleanup technology** in the Arctic — **questions the ability of anyone to effectively deal with an Exxon Valdez-like disaster in the** Canadian **Arctic,** where the huge Beaufort Gyre is constantly spiraling, pushing enormous volumes of ice and water through dozens of channels in the archipelago. “**How would you get a cleanup crew on site with no port** or airstrip?” asked Sergy. " **We just don't have the infrastructure**. It all boils down to a logistical nightmare.”

#### **Unmitigated Arctic spill causes quick and uncontrollable runaway warming and destroys entire ecosystems**

Oke 2010

Researcher suggests Arctic oil spill would have dire consequences Friday May 21, 2010 By Chris Oke Yukon News http://www.yukon-news.com/news/18126/

They also looked at consequences of a possible oil spill and methods of oil spill cleanup in ice-choked waters. They found that **the oil caused adverse effects on the entire biological food chain. It also led to a massive growth in algae that destroyed the ecosystem and heated up the water and ice.** It turns out **burning oil isn’t the only way to contribute to global warming. An oil spill s**imilar to the one in the Gulf of Mexico **would have huge impacts on the climate.** “**It would not only be a catastrophe for Canada** and the Inuit that live up there**, but it would be** potentially **a massive global climatic catastrophe**,” said Adams. “**We can’t even begin to model at this stage what the consequences would be**.” The artificial spill that Adams and his peers conducted left about one centimetre of oil under the ice. The test mimicked a spill of about 1,000 barrels a day. The official line from British Petroleum and the US government is that the Gulf disaster is spilling 5,000 barrels a day. However, independent experts estimate that it might be spewing more than 70,000 barrels a day into the Gulf of Mexico. **To clean up a mess like this, one would need technology for operating at long periods of time under the ice**, said Adams. “It’s coming along, but it’s not ready yet.” Unfortunately, a lot of the knowledge collected in the study is being forgotten. “Some of us are getting old,” said Adams, now 69 years old and one of the younger members of the project. “The institutional memory isn’t there. People that were in government at the time are now long gone.” **More work needs to be done between industry and government to research the effects of an oil spill** and how to clean it up, said Adams. “Until then, there should be a moratorium on deep-sea drilling in the Arctic.” Every year, the chances of an oil spill the Arctic rise due to the increase in oil and gas exploration and increased shipping because the ice cover is melting off. The earliest that Arctic drilling could happen in Canada would be in 2014 in the Beaufort Sea, according to the National Energy Board. More urgent right now are the plans of Canada’s neighbours. This summer, Shell plans to begin exploratory drilling in the Beaufort off of the Alaska coast. And in the Davis Strait, an area known as “Iceberg Alley,” Greenland is planning to drill just beyond the Canadian border. Cairn Energy, a Scottish Corporation with no experience in the Arctic, is planning to brave the slushy waters in search of oil. Its lack of experience isn’t about to sway Greenland. The island is hoping to use its oil reserves to achieve financial and political independence from Denmark, under which it is currently an autonomous province. A 2008 study by the US Geological Survey estimated that 50 billion barrels of crude lie offshore of Greenland. The National Energy Board has been holding a review of Arctic safety and environmental requirements in light of what happened in the Gulf of Mexico. The review looked into requirements, such as making company’s drill relief wells at the same time as their primary wells. However, **industry is saying that it’s impossible to drill the secondary wells in the same year, because of the short drilling season in the Arctic.** “So **we could have oil spilling out into the Arctic for more than a year**,” said Yukon MP Larry Bagnell, Liberal critic for Arctic Issues and Northern Development. “**And no one** from government **has been able to tell** me **if there is any way an oil spill could be contained if it got under ice.**” **According to Adams, there is no way**.

#### Warming causes extinction

Burkett 8 – Professor of Law

Maxine Burkett, Associate Professor, University of Colorado Law School, 2008, “Just Solutions to Climate Change: A Climate Justice Proposal for a Domestic Clean Development Mechanism,” 56 Buffalo L. Rev. 169, Lexis

The unparalleled scale of impact the climate crisis has had, and will continue to have, on the globe has been forecasted for almost a century. 3 Most recently, the Intergovernmental Panel on Climate Change (IPCC) has concluded that the warming of the climate system is "unequivocal." 4 With this warming comes the threat of more [\*174] extreme weather, including more intense and longer droughts than have already been observed, 5 heavy precipitation including increased intensity of tropical cyclones, 6 and hot extremes and heat waves. 7 While these changes sound merely inconvenient and perhaps costly, they have been described by the IPCC Chairman, without hyperbole, as dangers that risk "the ability of the human race to survive." 8 In the short term, these extremes will risk the survival of communities that are ill-equipped to adapt to warming as they struggle to moderate and cope with its consequences.

#### **Independently, Arctic species loss causes extinction**

WWF 2010

December 1, 2010 “Drilling for Oil in the Arctic: Too Soon, Too Risky” World Wildlife Fund http://www.worldwildlife.org/what/wherewework/arctic/WWFBinaryitem18711.pdf

Planetary Keystone **The Arctic and the subarctic regions surrounding it are important for many reasons. One is their enormous biological diversity**: a kaleidoscopic array of land and seascapes supporting millions of migrating birds and charismatic species such as polar bears, walruses, narwhals and sea otters. **Economics is another: Alaskan fisheries are among the richest in the world.** Their $2.2 billion in annual catch fills the frozen food sections and seafood counters of supermarkets across the nation. However, there is another reason why **the Arctic is not just important, but among the most important places on the face of the Earth**. **A keystone species is generally defined as one whose removal from an ecosystem triggers a cascade of changes affecting other species in that ecosystem. The same can be said of the Arctic in relation to the rest of the world.** With feedback mechanisms that affect ocean currents and influence climate patterns, **the Arctic functions like a global thermostat. Heat balance, ocean circulation patterns and the carbon cycle are all related to its regulatory and carbon storage functions. Disrupt these functions and we effect far-reaching changes in the conditions under which life has existed on Earth for thousands of years. In the context of climate change, the Arctic is a keystone ecosystem for the entire planet.**

### Coast Guard Key to Spill Response

#### Coast guard key to effective response

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

While devastating, the images of the Deepwater Horizon tragedy available to the public—oiled birds and sea turtles, dead fish, crude-covered beaches, distraught residents, multiple failed attempts to stop the gush of oil into the Gulf of Mexico—didn’t tell the whole story. Behind the scenes, the Coast Guard-led response was a well-orchestrated logistical feat and an unprecedented mobilization of people, supplies, vessels, and aircraft. Given the size and scope of the spill it’s difficult to imagine how it could have been much worse. But in many ways the Gulf of Mexico is the ideal setting for oil spill response with its warm weather, highly developed roads, rail lines, and numerous major port cities. Despite the favorable conditions in the Gulf, it still took three months, billions of dollars, and tens of thousands of responders to cap the well. At peak response, there were 9,700 vessels, 127 aircraft, and 47,829 people responding to the disaster. 9 Facilitating all of this was the well-developed infrastructure in place at the time of the spill. The abundance of ports, docks, airfields, Coast Guard facilities, and road and rail lines enabled a coordinated mobilization of people and equipment that streamed through the entire Gulf Coast during the response effort. Within a 500-mile radius of the blowout site, responders benefitted from access to 95 airports with runways 8,000 feet or longer (and 442 with runways 5,000 feet or longer), and 3,217 total ports. That area also includes multiple large cities replete with hotels, restaurants, gas stations, hospitals, and other facilities and equipment to support and sustain the largest environmental disaster response effort in U.S. history.

#### Coast Guard coordinates the response – BP spill proves

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

Though oil companies and their contractors are designated the responsible parties for oil spill response, cleanup, and restoration, it’s the U.S. Coast Guard that manages, directs, and coordinates response efforts when a spill occurs. The Coast Guard boasts a strong network of resources and personnel along the Gulf coast, including 30 facilities within a 500-mile radius of the spill site. In addition to providing crucial logistical support, the Coast Guard contributed 7,000 active and reserve personnel, 60 vessels, and 22 aircraft to the response effort. 12

### Spill Inevitable

#### Lack of information makes arctic disasters inevitable

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

The Arctic is often referred to as the world’s last wild frontier, bordered by eight countries over the northernmost portion of the Earth. The U.S. Arctic shoreline extends more than 2,250 miles and serves as home to numerous indigenous communities that have subsisted for centuries in the harshest surroundings our planet has to offer. It also serves as habitat for some of the rarest and most fragile species on the planet. Any drilling activity in the region would be operating without sufficient scientific knowledge to determine the potential effects of operations. A report released earlier this year by the U.S. Geological Survey identified major gaps in Arctic science and research, emphasizing that “significant questions” remain regarding the scientific and technical information needed to adequately prepare for drilling in the challenging Arctic environment. 29

#### Arctic oil spill inevitable

Vidal 2011

John Vidal, staff writer for the Guardian. “Why an oil spill in Arctic waters would be devastating.” Guardian News and Media. April 2011. <http://www.guardian.co.uk/world/2011/apr/22/oil-spill-arctic-analysis?INTCMP=SRCH>.

As sea ice disappears and open water seasons last longer, the High North – that vast area above the Arctic circle – has become the oil industry's new frontier, offering potentially billions of barrels of oil from deep offshore wells in return for the huge technical, safety and financial risks. But conservationists increasingly argue it is only a matter of time before a catastrophic spill devastates some of the least polluted waters in the world. So far, the industry has mostly worked onshore or in shallow, easily accessible waters off Alaska. The worst spill was the Exxon Valdez tanker, which sank in 1989, with the effects still felt today. But the major oil companies are all now preparing to move into areas where a spill would not just be almost impossible to clean up, but could take years to even control.

### Strike Team

#### Nearest strike team is 2400 miles away. Need an arctic port for coast guard response

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

U.S. Coast Guard Strike Teams “provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and in-situ burn use, operational effectiveness monitoring, and high-capacity lightering and offshore skimming capabilities. The Strike Teams also train Coast Guard units in environmental pollution response, test and evaluate pollution response equipment, and operate as liaisons with response agencies within their areas of responsibility.” 85 The Gulf Strike Team is located in Mobile, Alabama—roughly 130 miles away from the site of the Macondo well blowout. The closest strike team to the North Slope of Alaska is the Pacific Strike Team in Novato, California—approximately 2,395 miles away

### Infrastructure key to Spill Response

#### The Arctic Ocean has no major transportation network that could be used in response to an oil spill. An investment in ports would fix this problem. These protections are the only way to help keep the Arctic form a disastrous oil spill.

Heiman 2012

MAY 1, 2012 3:44 PM Safeguarding the Arctic A Must By Marilyn Heiman Marilyn Heiman is the director of the Pew Environment Group’s U.S. Arctic Program http://energy.nationaljournal.com/2012/04/what-more-can-be-done-to-ensur.php

**Although** the **Obama** administration **has taken steps toward shoring up drilling safety, improvements to oil spill response planning remain untouched.** So here we are, two years after the Deepwater Horizon oil spill and with drilling likely to occur this summer in America’s Arctic Ocean, and **no new response regulations have been adopted**. **The extreme, remote and fragile Arctic Ocean is one of the most difficult places on Earth to mount a rescue operation or spill response. The region has no major roads, ports, or airports. The nearest Coast Guard base is more than 1,000 miles away**. Hurricane-force winds, subzero temperatures, high seas, shifting sea ice, and long periods of fog and darkness are the norm and could shut down a response altogether. **The Interior Department should work with stakeholders–including** industry, **government,** Native organizations, scientists, and conservation groups—**to ensure that strong safety and spill-response standards apply to all companies that plan to drill in the Arctic Ocean.** For example: Seasonal restrictions are needed so that operators have finished drilling by the time ice starts to form in October. No proven methods exist to clean up oil in broken ice. The faster a cleanup operation is mounted, the better. Poor weather could impede delivery and response time. Key equipment, such as a well-capping device and a Polar-class relief well rig, need to be stationed in the Arctic region. A long-term, comprehensive science and monitoring program should be developed to better guide decisions about if, where, when, and how drilling can take place safely. Finally, there should be heightened protection of sensitive areas that are important to the marine ecosystem and the Inupiat people who depend on it for their traditional way of life. **To put strong protections in place will require everyone to work collaboratively. That is the only way to help safeguard the Arctic from a disastrous oil spill**.

### Arctic Spill Bad/= Species Loss

#### An oil spill in the Arctic would wipe out many the populations of many species and destroy the habitat

**Goldenberg 2010**

Arctic oil spill clean-up plans are 'thoroughly inadequate', industry warned Report from US environment group warns that ice, freezing temperatures and high seas would overwhelm any clean-up attempts http://www.guardian.co.uk/environment/2010/nov/11/arctic-oil-spill-plans Suzanne Goldenberg, US environment correspondent guardian.co.uk, Thursday 11 November 2010 05.31 EST

**Trying to clean up a spill in the extreme conditions of the Arctic would be on an entirely different order of magnitude**. "**The risks**, difficulties, and unknowns of oil exploration **in the Arctic**…**are far greater than in any other area,**" the report said. **The consequences for the Arctic's environment would be dire**, it said, **wiping out populations of walrus, seal and polar bear and destroying the isolated indigenous communities that depend on hunting to survive**. **Getting to the scene of a spill would be a challenge**. The nearest major port, Dutch Harbor, is 1,300 nautical miles away from the drilling areas in the Chukchi and Beaufort seas, and what few air landing strips exist are not connected to any road system. There are no coast guard vessels in either sea, and the nearest coast guard station is 950 miles by air away in Kodiak, Alaska. **Response teams would confront gale-force winds, massive blocks of ice and turbulent seas, total darkness for six weeks of the year, and extreme cold. Cranes would freeze and chemical dispersants, such as those used to break up the BP spill, might not work**. **Then there is the ice. Left undetected, a pipeline leak could spread oil beneath the surface of sea ice. Ice floes could carry oil hundreds of miles away from the source. At freeze-up, oil can become trapped within ice within the space of four hours, remaining there until spring. If it becomes trapped within multi-year ice, oil could stay in the environment for years, or even a decade, the report said**.

#### **Any impacts of an oil spill will be drastically worse in the Arctic**

WWF 2010

December 1, 2010 “Drilling for Oil in the Arctic: Too Soon, Too Risky” World Wildlife Fund http://www.worldwildlife.org/what/wherewework/arctic/WWFBinaryitem18711.pdf

**Just as the risks of a spill could be greater in the Arctic, so could the impacts. Oil persists longer in Arctic conditions**, both because it evaporates more slowly and because it can get trapped in or under ice, **which makes it less accessible to bacterial degradation**. **Population recovery** after exposure to an oil **spill also may be slow because many Arctic species have relatively long life spans and slower generational turnover**.10 Recently **published research suggests that the long-term consequences of oil spills to temperate and subarctic coastal environments may persist well beyond initial projections**.11 **Similar impacts also could prevail along Arctic shorelines.** Arctic **wildlife particularly sensitive to oil drilling and/or pollution include seabirds, polar bears, bearded and ribbon seals, walruses, and beluga and bowhead whales**. Polar bears rely on both their body fat and dense fur for insulation and will vigorously groom themselves in an attempt to clean their fur if it becomes contaminated by oil, studies have shown. Aspiration or ingestion of the oil can cause renal failure and dysfunction of red blood cell production and lead to death. The **bears are also highly sensitive to disturbances during denning, with most of their dens located on sea ice plates**.12

#### Before any further drilling happens in the Arctic, it is important that the USCG increases their capacity to respond to oil spills

WWF 2010

December 1, 2010 “Drilling for Oil in the Arctic: Too Soon, Too Risky” World Wildlife Fund http://www.worldwildlife.org/what/wherewework/arctic/WWFBinaryitem18711.pdf

**A better understanding of the vulnerability and importance of the Arctic ecosystem and the magnitude of the response gap must be established before any further drilling is allowed to proceed in Arctic waters**. Decisions about the adequacy of contingency plans, and the capacity that needs to be in place to respond to relatively low- probability but high-impact oil spills, cannot be made responsibly in the absence of this knowledge. The response gap, by its very nature, is unlikely to ever be completely closed. However, WWF believes that **the following recommendations could,** if adopted, **help to manage what is currently an unacceptably high level of risk and allow policymakers to make more-informed decisions about whether and when drilling should be allowed to proceed in the Arctic. Increase the capacity of the U.S. Coast Guard to respond to, and oversee, a major oil spill in Arctic waters.** **The Coast Guard’s current capacity to respond to an oil spill in Arctic waters is nearly nonexistent**. Its two heavy-class ice breakers are both well past their 30-year service lives and both are in dry dock—one for decommissioning and the other for extensive repairs. Only the Healy, a medium-class ice breaker intended for research purposes, currently remains in service**. The Coast Guard has forward operating locations, but no fully equipped bases in northern Alaska and virtually no presence along the Chukchi Sea coast. The closest base from which to mount a spill response is 1,000 miles away** on Kodiak Island**. Senior Coast Guard officers have been quite blunt about this lack of response capacity in the Arctic for some time. Drilling should not be allowed to proceed there until and unless that capacity has been substantially reinforced**.

#### **Oil spills collapse the ecosystem**

Nuka Research and Planning Group 7

October, World Wildlife Foundation, “Oil Spill Response Challenges in Arctic Waters”, <http://www.worldwildlife.org/what/wherewework/arctic/WWFBinaryitem24363.pdf>

Lingering oil from the 1989 Exxon Valdez oil spill (EVOS) in Prince William Sound, Alaska has persisted far beyond initial forecasts (Peterson et al., 2003). In 2005, EVOS oil was found only slightly weathered under beaches across the spill impact area. The lingering oil remains toxic and biologically available, and scientists predict that this subsurface oil may persist for decades to come (Short et al., 2003). The lingering effects of oil spills have also been documented in Cape Cod, Massachusetts, where recent studies published by the Woods Hole Oceanographic Institution found that oil remains in the sediment layer of some coastal marshes from a 1969 oil spill. The lingering oil continues to impact on the behaviour of burrowing fiddler crabs, which have been observed to actively avoid digging burrows into this oiled sediment layer. The crabs have also been observed to show signs of toxic impacts from the 38-year-old oil (Culbertson, et al., 2007).

### Spill Kills Whales

#### Oil Spills have a major effect on whales, most of which end up in death.

Greenpeace July 2011

<http://www.greenpeace.org/international/PageFiles/322340/IWC%20Arctic%20Oil%20Briefing.pdf>

Oil spills are perhaps the most obvious potential threat posed to cetaceans (whales, dolphins and porpoises) and the vulnerable Arctic ecosystem by the oil industry and as the industry expands in the Arctic so the probability of spills occurring increases. While the size of a spill is important, the amount of damage done also depends on other factors, including the location of the spill and weather conditions The impacts of oil spills on marine mammals aren’t well known and will be determined by the type of oil spilled, the dispersants used and the length of exposure, as well as other factors. The U.S. Marine Mammal Commission has identified the following as some of the potential physical/physiological effects as being of concern • irritation, inflammation, or necrosis of skin • chemical burns of skin, eyes, nares (nostrils), mucous membranes • inhalation of toxic fumes with potential short- and long-term respiratory effects (e.g., inflammation, pulmonary emphysema, infection) • ingestion of oil (and dispersants) directly or via contaminated, leading to inflammation, ulcers, bleeding, possible damage to liver, kidney, and brain tissues • stress from presence of vessels and aircraft, noise and handling • complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and ultimately death Those species of baleen whale, including blue, right and bowhead whales, which ‘skim feed’ – i.e. filter prey from near the surface by swimming with their mouths agape – may suffer fouling of the baleen, affecting their ability to feed.

# Russia Advantage

### 1AC Russia Advantage

#### The Arctic is key to future resource development and national security. America is being locked out of the region by Russia due to lack of regional infrastructure and Coast Guard readiness

Treadwell ‘11

[Mead, December 1, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC

 “America is Missing the Boat”]

Several sources report that international shipping of crude oil, refined products, and other potentially hazardous cargoes through the Bering Strait is growing rapidly as European and Asian shippers see the advantages of the Arctic route. Other Arctic – and even non-Arctic – nations have seen the potential, but America is missing the boat. Most traffic occurs under arrangements for icebreaker escort by vessels working with Russia’s Northern Sea Route Administration. We understand that last year, for the first time, Norway’s Tschudi Shipping Company worked a partnership with Russian maritime authorities to bring 41,000 tons of iron ore from Kirkenes, Norway to China. Again this year, Russian ships, and ships of other nations escorted by Russia’s Northern Sea Route Administration, are coming in force. Hazardous cargoes are making the backhaul as well – at least one tanker bringing gas condensate to Asia this year is reported to have returned to Europe with aviation fuel. In August of this year, Norway’s MV Nordic Barents was the first non-Russian bulk cargo ship to transit the Northern Sea Route in Russian waters. Other records are being set along the Northern Sea Route, from the STI Heritage’s fastest-ever voyage from Murmansk to Thailand, transiting in just eight days, to the Perseverance’s latest- ever northern voyage, which ended just two weeks ago on November 18. Altogether, the Northern Sea Route saw nine tankers carrying 600,000 tons of gas condensate pass by this year. I joined an Arctic conference in Arkhangelsk, Russia in September, where Russia’s Prime Minister Vladimir Putin told the Russian Geographical Society that his country sees the opportunities in the Arctic, and they are ready to pounce. Speaking of the Northern Sea Route at the Russian Geographical Society conference, Putin told us, “We are planning to turn it into a key commercial route of global importance. ... We see its future as an international transport 2 artery capable of competing with traditional sea routes in cost of services, safety, and quality.” President Medvedev, dedicating a new northern rail project in Yakutsk – headed for the Bering Strait – indicated as much last month. Russia intends to make the Northern Sea Route as important to global shipping and commerce as the Suez Canal. And Russia is putting its money where its mouth is, building nine new icebreakers in the next decade, and discounting tariffs on icebreaker escorts to make sure that shippers find the Northern Sea Route for distance savings of up to 40 percent. Russia’s claim to new extended continental shelf resources in the Arctic Ocean under the United Nations Convention on the Law of the Sea could give Russia greater control of Arctic shipping. Cargo moving through the Bering Strait this year – from Russian and American sources – is worth well over $1 billion. Add to that a Bering Sea fishery owned by both nations worth billions each year and the situation is clear: in monetary terms, there’s billions to be made and billions to protect. At the same Arkhangelsk conference, Russia’s Academy of Sciences Vice President Nikolai Laverov showed a slide of Alaska’s declining throughput in the Trans-Alaska Pipeline System (or TAPS) and Russia’s competitive success in attracting Arctic investment. All Arctic energy production depends on access, and Russia has it. Russia is now in the lead in Arctic oil production – and they’re keen to stay there. Meanwhile, other Arctic and circumpolar nations are investing in fleets of icebreakers. The report of exactly how many ships are being operated by other countries varies (some count polar, medium and light icebreakers, as well as ice ‘strengthened’ or ‘capable’ vessels), but all the tallies make one thing clear: other nations have seen the writing on the wall and are investing in infrastructure. Sweden has at least four vessels; Finland, at least six; and Russia over two dozen (and counting). Canada has about eight, and even the European Union is constructing an icebreaker – a heavy, polar class icebreaker.3 Our Arctic neighbors are leaps and bounds ahead of our position, and non-Arctic nations are in hot pursuit. A Chinese researcher, Mr. Li Zhenfu of Dalian Maritime University, writes that, “Whoever has control of the Arctic route will control the new passage of world economics and international strategies.”4 The prospect of commercial and strategic opportunities presented by receding sea ice cover and accessibility of Arctic resources has moved the Chinese government to allocate more resources for Arctic research, and they have asked to join the Arctic Council as an observer. China’s Rear Admiral Yin Zhuo has asserted that no nation has sovereignty over the Arctic, and said that China must plan to have an indispensable role in Arctic exploration as they have one-fifth of the world’s population.5 Japan has stepped up its research in global environment, climate and marine science in the Arctic. And with China and Korea, Japan has applied for permanent observer status on the Arctic Council. Polar air routes have characterized the jet age since the late 1950s, and Arctic air transport is now key to air cargo bound between North America or Europe and Asia. Governments and industries in Russia, Europe and Asia see the same potential for shipping. Why don’t we?

#### **Russia is prepared to use military force and will lock competitors out of the region if not challenged**

**Strategic Studies Institute 2011**

Strategic Studies Institute Monograph RUSSIA IN THE ARCTIC Stephen J. Blank Editor July 2011 http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf

All this creates the impression that **Russia is seriously preparing to fight** (**including the use of military force**) **for possession of a huge Arctic space**. Moscow filed a claim with the United Nations (UN) Commis- sion on the Limits of the Continental Shelf (CLCS) in December 2001 with the hope of getting the rights to areas lying beyond its 200-mile zone. **The matter at stake involves a territory exceeding 1.2 million square kilometers** (km**) in** the Barents Sea, the Sea of Okhotsk, the Bering Strait, and the ice-free waters of **the Arc- tic Ocean, which Russia views as its sovereign pos- sessions.** This claim rests on “Russian research of the earth’s crust structure at the Mendeleyev Elevation in the Arctic Ocean that has proven the continental na- ture of many sections of the oceanic floor, which were previously attributed to the sub-oceanic type.”10 Formally, Russia’s claim does not contradict the norms of international maritime law. The Conven- tion on the Law of the Sea passed by the UN in 1982 does envision an opportunity for littoral countries to expand their sovereign rights beyond the 200-mile exclusive economic zone—not infinitely, though, but only over those sections of the seabed of which the continental origins have been proved conclusively. Russia was the first country ever to lodge a claim with the CLCS; there is no mechanism for passing decisions of this kind. The UN regulations suggest that if a coun- try lodging a claim agrees with the commission’s rec- ommendations, the latter are made public, after which the revised borders become final and mandatory. The first attempt did not bring the desired result, as the CLCS asked for more convincing geological and geophysical evidence that the Mendeleyev and Lo- monosov submerged ridges are extensions of Russia’s continental shelf. Russia’s intensive Arctic research 47 carried out in 2005-07 and the symbolic culmination of this activity—the installation of the Russian tricolor on the sea floor—were called upon to add more weight to the official claim. The second claim will be filed not earlier then 2013.11 **If successful, this theoretically would provide Moscow unbelievable wealth. It would have at its dis- posal the Northern Sea Route, which, together with the Northwest Passage, would give Russia the op- portunity to control the shortest route between North America, Europe, and Asia.** Moreover, **if Moscow can prove its right to own a significant part of the Arc- tic Ocean, it will be allowed to develop oil and gas deposits**. Experts estimate oil and gas deposits in the Russian part of the Arctic at 25 percent of the world’s hydrocarbon reserves (approximately 15.5 billion tons of oil and 84.5 trillion cubic meters of gas). At pres- ent, Russia is already extracting up to 90 percent of the nickel and cobalt in the Arctic, 60 percent of the copper, 96 percent of platinoids, and 100 percent of apatite concentrate.12

#### Russia is militarizing the region now. Lack of US Arctic capability allows for unchecked global expansionism

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**The Arctic has reemerged as a strategic area where vital U.S. interests are at stake. The geopolitical and geo-economic importance of the Arctic region is immense, as its mineral wealth is likely to turn the region into a booming economic frontier in the 21st century**. The Arctic coasts and continental shelf are estimated to hold large deposits of oil, natural gas, methane hydrate (natural gas) clusters, and large quantities of valuable minerals. **With the shrinking of the polar ice cap, navigation through the Northwest Passage along the northern coast of North America may become increasingly pos- sible** with the help of icebreakers. Similarly, Russia is seeking to make the Northern Sea Route along the northern coast of Eurasia navigable for considerably longer periods during the year and is listing it as part of its national boundaries in the Kremlin’s new Arc- tic strategy. **Passage through these shorter routes will significantly cut the time and costs of shipping**. (See Map 1-1.) **In recent years, Russia has been particularly active in the Arctic, aggressively advancing its inter- ests and claims by using international law and also establishing a comprehensive presence in the Arctic, including the projection of military might into the re- gion.** Despite the Arctic’s strategic location and vast re- sources, the United States has largely ignored this vi- tal region. In the 11th hour of the Bush administration, however, the White House issued a new Arctic policy, but follow-through was left to the Obama administra- tion, which has been slow to move on the issue. **The United States needs to implement a comprehensive policy for the Arctic, including diplomatic, naval, military, and economic policy components. The United States needs to swiftly map U.S. territorial claims to determine their extent and to defend against claims by other countries.** Thus exploiting the rich hydrocarbon resources in the Arctic will continue to remain relevant as China and India continue on courses of growth and global economies rebound**. These resources have the potential to significantly enhance the economy and the energy security of North America and the world, and reduce U.S. dependence on Middle Eastern oil.** THE ARCTIC’S VAST UNTAPPED RESOURCES **The U.S. Geological Survey estimates that the Arc- tic might hold as much as 90 billion barrels of oil**—13 percent of the world’s undiscovered oil reserves—and 47.3 trillion cubic meters (tcm) of natural gas—30 per- cent of the world's undiscovered natural gas. **At cur- rent consumption rates, assuming a 50 percent utiliza- tion rate of reserves, this is enough oil to meet** global demand for 1.4 years and **U.S. demand for 6 years.** Arctic natural gas reserves may equal Russia’s proven reserves, the world’s largest.1 (See Table 1-1.)

#### Russian expansionism causes nuclear war

**Blank 2009**

Stephen J. Blank, strategic Studies Institute's expert on the Soviet bloc and the post-Soviet world since 1989; former Associate Professor of Soviet Studies at the Center for Aerospace Doctrine, Research, and Education, Maxwell Air Force Base; B.A. in History from the University of Pennsylvania, and a M.A. and Ph.D. in History from the University of Chicago, March 2009. “RUSSIA AND ARMS CONTROL: ARE THERE OPPORTUNITIES FOR THE OBAMA ADMINISTRATION?”

Proliferators or nuclear states like China and Russia can then deter regional or intercontinental attacks either by denial or by threat of retaliation.168 Given a multipolar world structure with little ideological rivalry among major powers, it is unlikely that they will go to war with each other. Rather, like **Russia**, they **will strive for exclusive hegemony in their own “sphere of influence” and use nuclear instruments towards that end.** However, wars may well break out between major powers and weaker “peripheral” states or between peripheral and semiperipheral states given their lack of domestic legitimacy, the absence of the means of crisis prevention, the visible absence of crisis management mechanisms, and their strategic calculation that asymmetric wars might give them the victory or respite they need.169 Simultaneously, The states of periphery and semiperiphery have far more opportunities for political maneuvering. **Since war remains a political option, these states may find it convenient to exercise their military power as a means for achieving political objectives.** Thus **international crises may increase in number**. This has two important implications for the use of **WMD.** First, they **may be used deliberately to offer a decisive victory** (or in Russia’s case, to achieve “intra-war escalation control”—author170) **to the striker, or for defensive purposes when imbalances** 67 **in military capabilities are significant**; and second, crises increase the possibilities of inadvertent or accidental wars involving WMD.171 Obviously nuclear proliferators or states that are expanding their nuclear arsenals like **Russia can exercise a great influence upon world politics if they chose to defy the prevailing consensus and use their weapons not as defensive weapons,** as has been commonly thought, **but as offensive weapons to threaten other states** and deter nuclear powers. Their decision to go either for cooperative security and strengthened international military-political norms of action, or for individual national “egotism” will critically affect world politics. For, as Roberts observes, But if they drift away from those efforts [to bring about more cooperative security], the consequences could be profound. At the very least, the effective functioning of inherited mechanisms of world order, such as the special responsibility of the “great powers” in the management of the interstate system, especially problems of armed aggression, under the aegis of collective security, could be significantly impaired. Armed with the ability to defeat an intervention, or impose substantial costs in blood or money on an intervening force or the populaces of the nations marshaling that force, **the newly empowered tier could bring an end to collective security operations, undermine the credibility of alliance commitments by the great powers**, [**undermine guarantees of extended deterrence by them to threatened nations and states] extend alliances of their own, and perhaps make wars of aggression on their neighbors or their own people**.172

#### Arctic presence key to prevent Russian military buildup and escalation

Apps 12

Peter Apps, staff writer for Thomson Reuters. “Melting Arctic may redraw global geopolitical map.” Thomson Reuters Journalism and News.. Online. April 3, 2012. <http://www.reuters.com/assets/print?aid=USL6E8F29BD20120403>.

If, as many scientists predict, currently inaccessible sea lanes across the top of the world become navigable in the coming decades, they could redraw global trading routes -- and perhaps geopolitics -- forever. "By bringing more human activity into the Arctic you bring both the good and the bad," Lt Gen Walter Semianiw, head of Canada Command and one of Ottawa's most senior military officers responsible for the Arctic, told an event at Washington DC think tank the Centre For Strategic and International Studies last week. "You will see the change whether you wish to or not." With indigenous populations, researchers and military forces reporting the ice receding faster than many had expected, some estimates suggest the polar ice cap might disappear completely during the summer season as soon as 2040, perhaps much earlier. That could slash the journey time from Europe to Chinese and Japanese ports by well over a week, possibly taking traffic from the southern Suez Canal route. But with many of those key sea routes passing through already disputed waters believed to contain much of the world's untapped energy reserves, some already fear a rising risk of confrontation. Having largely withdrawn most of its forces from the region in the aftermath of the Cold War, officials and experts say the United States is now only just rediscovering its significance. "We are in many ways an Arctic nation without an Arctic strategy," United States Coast Guard Vice Adml Brian M Salerno told the same Washington DC event. Arctic experts point to at least nine separate disputes within the region, from disagreements between the Unitd States and Canada over parts of the Northwest passage to fishing conflicts that also drag in China, Russia, South Korea, [Japan](http://www.reuters.com/places/japan) and others. [Russia](http://www.reuters.com/places/russia) in particular is seen to be keen to assert its presence in a region in which it has long been the dominant power. It operates almost all of the world's 34 or so icebreakers -- many of them ageing Cold War-era vessels, some powered by nuclear reactors that Western experts say could be a major danger in their own right. Perhaps just as importantly, its navy continues to view the Arctic as its backyard, vital not just for natural resources essential to maintaining Moscow's economic clout but also the hiding ground for its ballistic missile-carrying nuclear submarine fleet. But its greatest advantages may be simply demographic. "They have cities in the Arctic, we only have villages," says Melissa Bert, U.S. Coast Guard captain and currently a military fellow at the Council on Foreign Relations in New York. "We simply need more of a presence there." Western military strategists have long worried that -- if economic woes or unrest at home prompted Russia towards a more bellicose foreign policy -- it could escalate regional tensions.

#### Russian Arctic dominance leads to massive Naval expansion

Black 11, Stephen J. "Russia in the Arctic." Strategic Studies Institute. Strategic Studies Institute, July 2011. Web. 26 June 2012. <http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf>.

The strengthening of Russian military presence in the High North is closely linked to the new naval ambitions of Russia. The Russian Navy hopes to become the second most powerful in the worldin 20 to 30 years. In 2008 and 2009, Moscow displayed its former Soviet traditions by organizing several long-range cruises, the most numerous since the fall of the Soviet Union,in different parts of the world, **for example, sending the nuclear-powered guided missile cruiser** Peter the Great **to the Mediterranean and Caribbean seas, South Atlantic, and the Indian oceans.** The modernization of the Russian Navy is based on the construction of a new fleet of nuclear submarines, the abandonment of single-function vessels in favor of multipurpose and more mobile ones, and the production of six squadrons of aircraft carriers, whichwould propel the Russian Navy to second in the world in terms of combat capability. However, this phase of construction will not begin until 2015.

#### Escalating tensions in the Arctic go nuclear

Cohen 10, Ariel. "From Russian Competition to Natural Resources Access: Recasting U.S. Arctic Policy." Heritage Foundation, 15 June 2010. Web. 26 June 2012. <http://thf\_media.s3.amazonaws.com/2010/pdf/bg2421.pdf>.

The military is an important dimension of Moscow’s Arctic push. The policy calls for creating “general purpose military formationsdrawn from the Armed Forces of the Russian Federation”as well as “other troops and military formations in the Arctic zone. Russia views the High North as a major staging area for a potential nuclear confrontation with the United States and has steadily expanded its military presence in the Arctic since 2007. This has included resuming air patrols over the Arctic, including strategic bomber flights. During 2007 alone, Russian bombers penetrated Alaska’s 12-mile air defense zone 18 times. The Russian Navy is expanding its presence in the Arctic for the first time since the end of the Cold War, increasing the operational radius of the NorthernFleet’s submarines. Russia is also reorienting its military strategy to meet threats to the country’s interests in the Arctic.

#### Arctic deepwater port key to establish presence and catch Russia

Bennet 2012

Senator Mark Begich holds roundtable on Alaskan deepwater port THE ARCTICby Mia Bennett | on April 11th, 2012 | 0 comments http://foreignpolicyblogs.com/2012/04/11/senator-mark-begich-holds-roundtable-alaskan-deepwater-port/ Mia Bennett graduated summa cum laude and Phi Beta Kappa from the University of California, Los Angeles in 2010 with degrees in Political Science and European Studies and minors in Geospatial Information Systems & Technology, Scandinavian, and French. She focuses on the politics of Arctic resource management and Canadian infrastructure, and is interested in the application of GIS technology to Arctic dilemmas. She studied Swedish language and culture at Lund University in Sweden and spent a semester abroad at Sciences Po in Paris, France. Mia also interned for the U.S. Embassy in Oslo, Norway with the State Department. She speaks French, Swedish, and is learning Russian. Her work has appeared in ReNew Canada, FACTA, and Baltic Rim Economies, among other publications.

**One reason** that **the** western **Arctic lags in terms of development behind the Russian Arctic is that there aren’t any deepwater ports**. The Northern Sea Route is therefore much better positioned to benefit from increases in shipping volume. **The only deepwater port in Alaska is** in Dutch Harbor, **all the way in** the Aleutian Islands in **the state’s southwestern region.** Additionally, **the** USCG’s **northernmost station is** on Kodiak Island, which is **940 air miles away from the northernmost point in Alaska** at Point Barrow. **The distance of the current ports and stations from the Arctic complicates search and rescue efforts and lengthens the amount of time that research vessels need to spend in transit rather than doing actual research in the Arctic.** An article in Alaska Business Monthly states that the sites which ACE is considering are Nome, Kivalina, Kotzebue, Port Clarence, Cape Darby, Cape Blossom, Red Dog, St. Michael, Prudhoe Bay, Chukchi Sea, Beaufort Sea and Bering Straits. This fall, the group should be whittled down to four remaining contenders, and the study should be completed by the end of 2014. Let’s just hope that whatever site is ultimately chosen, it does not fall the way of Nanisivik, the planned deepwater naval facility on Baffin Island that the Canadian government recently announced will be a shadow of the original plans once it is actually, if ever, built.

**New commitment to military presence in Alaska is key to cooperation with Russia – Only consistent resistance can deter aggression**

**Dowd 12**

The Big Chill: Energy Needs Fueling Tensions in the Arctic Alan W. Dowd, Writer for the Sagamore Institute, Jan 27, 2012 : National Policy. Sagamore Institute is an Indianapolis-based nonprofit, nonpartisan, public policy research organization--or think tank. We borrow our name from the Algonquin word sagamore, which refers to a trusted individual within the tribe to whom the chief would look for wisdom and advice on issues of public concern. It is thus our mission to research, analyze and respond to difficult issues, to serve as a meeting place for disparate groups, and to offer wise counsel for a world in progress. We were born in the spring of 2004, but have roots stretching back two decades, allowing us to blend the energy of a startup with the experience of a more seasoned organization. Our expert network of fellows provides independent and innovative research and analysis to public and private sector leaders, policy makers, practitioners, and the public. We believe that public policy belongs to everyone--not just to those inside the beltway of Washington, DC.http://www.sagamoreinstitute.org/library-article/the-big-chill-energy-needs-fueling-tensions-in-the-arctic/

Zone of Conflict? With or without the treaty, it’s only prudent for the U.S. and its Arctic allies to develop some sort of security component to the Arctic puzzle. “We can’t wish away the security implications,” Rasmussen observes. “An entire side of North America will be much more exposed.” The United States already maintains some 20,000 active-duty forces in Alaska and holds routine exercises in the region. “Northern Edge” exercises, for example, have featured airborne drops, close-air support, port security, harbor defense, supply-route protection and critical-infrastructure protection—just the sort of operations that might be necessary to keep the Arctic and its waterways open (Elmendorf AFB). The U.S. is not alone. • Spurred by Russian adventurism, Canadian Defense Minister Peter MacKay talks about “enlarging the footprint and the permanent…presence we have in the North” (Cummins). Toward that end, Canada is building new bases and conducting annual maneuvers to defend its Arctic territories. “Our government is committed to protecting and asserting Canada’s presence throughout our Arctic,” Canadian Prime Minister Stephen Harper declared in 2010 (Comte). Assets from the U.S. 2nd Fleet, U.S. Coast Guard and Danish navy have joined the Canadian military for Arctic maneuvers (Comte). • In 2009, Norway led Arctic maneuvers enfolding 13 nations. The scenario: Repel an attack on oil rigs by the fictional country of “Northland,” a thinly disguised euphemism for Russia (Weber). • Sweden followed with its own Arctic war games, featuring 12,000 troops. • Norway, Sweden and Finland are developing what The Economist magazine calls a “Nordic security partnership” as a hedge against Russian activity in the Arctic. • Denmark is standing up an Arctic military command and beefing up its military presence in Greenland. • In response to Russia’s Arctic claims, made in a blatant military context, NATO officials envision a “military presence” in the Arctic and have pointedly declared the Arctic a region “of strategic interest to the alliance” (de Hoop Scheffer). One reason a military presence will be necessary is the possibility of accidents caused by drilling and shipping. In addition, competition for Arctic resources could lead to confrontation. Adm. James Stavridis, who serves as NATO’s military commander, concedes that the Arctic could become “a zone of conflict” (UPI). To brace for that possibility and thwart Russia’s Arctic fait accompli, the United States, Canada, Denmark and Norway—all NATO members and Arctic nations—should follow the Cold War playbook: build up the assets needed to defend their interests, use those assets to deter aggression, and deal with Moscow from a posture of strength and unity. The challenge is to remain open to cooperation while bracing for worst-case scenarios. After all, Russia is not the Soviet Union. Even as Putin and his puppets make mischief, Moscow is open to making deals. Russia and Norway, for instance, recently resolved a long-running boundary dispute, paving the way for development in 67,000 square-miles of the Arctic. Moreover, the U.S., Russia, Canada, Denmark and Norway have agreed on Arctic search-and-rescue responsibilities (Cummins). In a world of increasingly integrated markets, we know there is much to gain from Arctic cooperation and much to lose from protracted military standoff. But we also know that dealing naively with Moscow carries a heavy cost—and that integration is a two-way street. “Russian leaders today yearn not for integration,” the Brookings Institution’s Robert Kagan concludes, “but for a return to a special Russian greatness.” In short, Russia is more interested in recreating the autarky of some bygone era than in the shared benefits of globalization. Framework for Partnership Dealing with Russia is about power. As Churchill once said of his Russian counterparts, “There is nothing they admire so much as strength, and there is nothing for which they have less respect than for weakness.” When the message is clear—or “hard and consistent,” to use Putin’s language—Russia will take a cooperative posture. When the message is unclear, Russia will take what it can get. Just consider Russia’s contrasting treatment of its neighbors: Moscow blusters about Poland and the Baltic states but keeps its hands off, largely because they are protected by the U.S.-NATO umbrella. Conversely, Russia bullies Ukraine, garrisons its troops—uninvited—in Moldova, and occupies Georgian territory. The common denominator of these unfortunate countries: They have no U.S. security guarantee. Russia should be given an opportunity to participate as a responsible partner in Arctic development. But if Russia continues to take Putin’s hard line, the U.S. and its allies are left with few other options than standing together or allowing Russia to divide and conquer. In other words, the goal in preparing for worst-case scenarios and shoring up allied resolve in the Arctic is not to trigger a military confrontation, but to prevent one.

### Norway Impact

#### Norway and Russia in the arctic race

[Christoph Seidler](http://www.businessweek.com/bios/Christoph_Seidler.htm) June 12, 2009 Bloomberg BusinessWeek http://www.businessweek.com/globalbiz/content/jun2009/gb20090612\_999975.htm

In a politically stable Arctic region, Norway would be able to prepare and implement the expansion of its oil and gas production to the north, something it urgently needs in order to secure its own prosperity. Additionally, Norway's oil and offshore technology companies, with excellent technology at their disposal, would stand to benefit from a boom in Russia's Arctic regions as well. Currently, however, relations between Norway and Russia are strained by disputes over the demarcation of the two countries' shared border running through the Barents Sea, as well as differing interpretations of the Spitsbergen Treaty, which in 1920 set down certain stipulations to Norway's sovereignty over the Spitsbergen archipelago. As long as these matters are not clarified, Oslo will still have to fear further Russian power plays. And if Russia were to pursue a hard-line, anti-Western course in its far north, Norway would probably be the country to suffer the most, with backing from NATO and the EU likely to be limited. In the medium term, such conflicts would cause Norway to be dependent on imports, as well as causing high costs for fuels, since deposits in the northern Barents Sea couldn't be utilized if the country were locked in political conflicts with Russia. In any case, Norway has the problem that in the long term it needs to convert its economy entirely, moving away from dependence on oil and gas and turning to alternative revenue sources instead. Even the Arctic's resources are finite. Meanwhile, Russia is holding all the trump cards, proving to be the key player in regard to the Arctic's fate. To a certain extent, Russia is well equipped for an Arctic race. The country has at its command not only its two Mir submersibles, but also a fleet of a half-dozen massive icebreakers, capable of setting off on patrols through the Arctic at any time. Russia also has plans to build three or four nuclear-powered ships in the coming years.

### Russia Increasing Presence

#### **Russia is already** committing billions of dollars of funding to infrastructure in the Arctic region in o**rder to strengthen their military and border security**

Kipp 2011

Russian Strategic Interests Expand In the Arctic Publication: Eurasia Daily Monitor Volume: 8 Issue: 173September 21, 2011 05:22 PM Age: 279 days By: Jacob W. Kipp http://www.jamestown.org/programs/edm/single/?tx\_ttnews%5Btt\_news%5D=38430&cHash=7842cf11572afc4c7bc4df89ade4e982

One day later, speaking to a conference devoted to the development of an infrastructure to enhance the Russian Federal Border Guard Service, **Putin stated that the government intended to make a major investment in this area**: “**Over the next nine years it is planned to channel** 134 billion rubles **($4.27 billion) into the provision of state border facilities for the creation of the infrastructure**, as we agreed yesterday with the vice premier in charge of this area and with the finance ministry.” This investment is in addition to 110 billion rubles ($3.51 billion) spent on the same task since 2003. Putin pledged that 40 billion rubles ($1.27 billion) would be invested by the end of this fiscal year. **This investment translates into additional border posts. With regard to Russia’s north, Putin declared: “The Arctic will be shut behind a locked border.” Vladimir Putin wants Russians to understand that the Arctic must be treated as a strategic region vital to Russia’s future development**. Putin asserted: “**Special attention must be devoted to the creation of a modern border infrastructure in the Arctic zone. This will make it possible substantially to strengthen our military and border security and also to increase the effectiveness of the protection of natural resources**” (Nezavisimaya Gazeta, August 31).

#### Russia is ready to take control in the Arctic region

Strategic Studies Institute ‘11

Strategic Studies Institute, strategic-level study agent for issues related to national security and military strategy. “Russia in the Arctic.” Online. July 2011. <http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf>.

Any observer who followed the statements of politicians as well as press coverage during the last 2 or 3 years must come to a definite conclusion: confrontation is growing in the Arctic region. Russia, which is planning to lodge a bid for the area, measuring 1.2 million square kilometers (km) with the United Nations Convention on the Law of the Sea, is ready to play a key role in the confrontation. Moscow has made several symbolically provocative gestures. In 2007, Artur Chilingarov, a famous Polar explorer and vice-speaker of the State Duma, led two Russian mini-submarines on a mission to stake Russia’s claim to the region. The two submarines descended 2.5 miles (4 km) to the Arctic seabed, where they collected geological and water samples and dropped a titanium canister containing the Russian flag to bolster Russia’s argument that the Lomonosov Ridge is an extension of its territory.

### Russia Increasing Presence

#### **Russia is attempting to expand its borders into the Arctic Ocean in order to be able to claim the resources that lie beneath**

Greene 2011

August 16, 2011 Russia Pushes To Claim Arctic As Its Own

by DAVID GREENE http://www.npr.org/2011/08/16/139577789/russia-pushes-to-claim-arctic-as-its-own

**Four years ago, Russian researchers made a bold**, if unseen, **move**. From a submarine, deep **beneath the icy waters of the North Pole, they planted a Russian flag on the ocean floor**. Russia has the world's longest Arctic border, which stretches more than 10,000 miles. And for Russia, **that 2007 research mission was only the beginning of a major drive to claim ownership of vast portions of the Arctic, as well as the oil and gas deposits that are beneath**. **At present, Russia has some islands in the Arctic Ocean. But aside from that, the country's northern border effectively ends where the Arctic Ocean begins. Yet the Russian government is now making the argument that its border should be extended northward**. The government says that hidden under the Arctic's icy waters is a mountain range, the Lomonosov Ridge, which goes all the way to the North Pole. **They say this shows that Russia continues north below sea level, and the country has scientists in the Arctic Ocean now, collecting evidence for the claim**. On a recent visit, a speedboat raced up the Pechora River in one small part of the vast region. The river cuts through hundreds of miles of empty green and sandy tundra and empties into the Arctic Ocean.

### Russia Increasing Presence/Will Fight

#### **Russia is trying to expand its territories in the Arctic. The United States needs to be able to make claims to these lands in order to tap their resources**

Agence France-Presse 2011

Russia to claim Arctic border expansion

MOSCOW - Agence France-Presse | 7/6/2011 12:00:00 AM | http://www.hurriyetdailynews.com/default.aspx?pageid=438&n=russia-to-claim-arctic-border-expansion-2011-07-06

Russia will submit a claim to the U.S. to expand its Arctic borders, as scientists embarked on an expedition to prove its ownership of energy-rich territory. **Russia will submit a claim to the United Nations to expand its Arctic borders,** a top official said Wednesday, **as scientists embarked on a new expedition to prove its ownership of energy-rich territory**. "I expect that next year we will present a well-based scientific claim about expanding the borders of our Arctic shelf," Deputy Prime Minister Sergei Ivanov said in the Far Northern town of Naryan-Mar in the Arctic Circle. Ivanov was speaking as Russian scientists embarked on a new expedition aimed at proving its claims to territory on the Arctic shelf, in the latest exploration venture that risks sparking tensions with neighbors like Canada. "**The expedition is equipped with modern equipment and everything necessary for a proper and scientific claim**," he said, quoted by the RIA-Novosti and ITAR-TASS news agencies. **Russia had alarmed its Arctic neighbors including Canada and Norway when it planted a flag on the ocean floor under the North Pole in 2007 in a symbolic staking of its claim over the region**. The latest expedition is aimed at proving that the underwater Lomonosov and Mendeleev ridges in the Arctic constitute a geological continuation of the Russian Arctic shelf. Both ridges are named after great Russian scientists but **so far** **the U.N**. Commission **has neither accepted nor rejected Russia's claim to the area. But Russia is hoping its claim will win it an additional million square kilometers of territory and the rights to explore for more gas reserves in the energy-rich Arctic**. Prime Minister Vladimir Putin had said last month that **Russia would "strongly and consistently" defend its interests in the Arctic although it remained in constant contact with its regional partners over the issue. He warned that Russia intended to "expand its presence" in the Arctic and** Defense Minister Anatoly Serdyukov said that the **armed forces intended to create two Arctic brigades for the defense of its interests**. At the meeting in Naryan-Mar, the head of the Russian navy Admiral Vladimir Vysotsky warned that the Arctic was seeing a build-up of "challenges and threats that could have a negative effect on Russia's economic interests." He said that NATO had in particular defined the Arctic as part of its zone of interest while there had also been a surge in interest on the part of Asian countries. These included China, Japan and Korea as well as Malaysia and Thailand, Vysotsky added, sarcastically describing the latter two southeast Asian states as "well known Arctic nations". **The five Arctic nations – Canada, Denmark, Norway, Russia and the United States – are locked in a tight race to gather evidence to support their claims amid reports that global warming could leave the region ice-free by 2030**.

### Russia Will Fight

#### Russia is expanding military and naval force in the Arctic region, which will make conflict much more likely

Strategic Studies Institute ‘11

Strategic Studies Institute, strategic-level study agent for issues related to national security and military strategy. “Russia in the Arctic.” Online. July 2011. <http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf>.

Perhaps more telling is paragraph 11, which lays out the future battlegrounds where conflicts over energy will occur: “The attention of international politics in the long term will be concentrated on controlling the sources of energy resources in the Middle East, on the shelf of the Barents Sea and other parts of the Arctic, in the Caspian Basin and in Central Asia.” Ominously, the document posits that future competition for energy near Russian borders or its allies may be resolved with military force: “In case of a competitive struggle for resources it is not impossible to discount that it might be resolved by a decision to use military might. The existing balance of forces on the borders of the Russian Federation and its allies can be changed.” In order to realize these goals, the Russian Federation must provide for security. The main objectives of the Russian Federation’s official state policy in the Arctic will be achieved by performing the following basic tasks: in the sphere of national security, the protection of the national border of the Russian Federation . . . it is necessary: to create general purpose military formations drawn from the Armed Forces of the Russian Federation, [as well as] other troops and military formations (most importantly, border units) in the Arctic zone of the Russian Federation, capable of ensuring security under various military and political circumstances. The creation of this Arctic military group will be drawn from the armed forces of the Russian Federation as well as the power ministries (e.g., Federal Security Service [FSB] troops, border troops, and internal troops ). Above all, the document calls for a coast guard that will patrol Russia’s Arctic waters and estuaries. On the strategic level, the Russian Navy is expanding its presence in the Arctic for the first time since the end of the Cold War. Lieutenant General Vladimir Shamanov, head of the Defense Ministry’s combat training department, said that the Russian Navy is increasing the operational radius of the Northern Fleet’s submarines and that Russia’s military strategy might be reoriented to meet threats to the country’s interests in the Arctic, particularly with regard to its continental shelf. Shamanov said that “we have a number of highly professional military units in the Leningrad, Siberian and Far Eastern military districts, which are specifically trained for combat in Arctic regions.”

### Russia Will Fight

#### Russia is formally submitting a map to the UN to expand its borders this year and is combatting threats against this with military presence

**Grove 2011**

By Thomas Grove MOSCOW | Wed Jul 6, 2011 1:30pm EDT Russia to submit Arctic claim to U.N. next year http://www.reuters.com/article/2011/07/06/us-russia-arctic-claim-idUSTRE76528320110706

(Reuters) - **Russia said on Wednesday it would formally submit an application to the United Nations next year to redraw the map of the Arctic, giving itself a bigger share**. The plan follows a pledge last week to send troops and weapons north to guarantee its Arctic interests. **The formal application to the United Nations would change the region's borders and allow exploitation of energy-rich Arctic territory. Russia, Norway, the United States, Canada and Denmark are at odds over how to divide up the Arctic seabed, thought to hold 90 billion barrels of oil and 30 percent of the world's untapped gas resources, according to the U.S. Geological Survey**. "I hope that next year we will present a formal, scientifically grounded application to the commission of the U.N.," state-run RIA news agency cited Deputy Prime Minister Sergei Ivanov as telling a government maritime board. Top energy producer **Russia has said it will spend millions of dollars on studies to prove that an underwater mountain range -- rich in oil, natural gas and mineral deposits -- is part of its own Eurasian landmass.** **Canada and Denmark** reject the claim, **say**ing **the geographical formation**, known as the Lomonosov Ridge, which stretches across the Arctic Sea, **is** a geographical **extension of their own land**. **Russian Navy Admiral Vladimir Vysotsky also warned** on Wednesday **that increased focus from NATO on the region was threatening Moscow's Arctic interests.** "Recently, we have been receiving confirmations that NATO has marked the Arctic as a zone of its interests," RIA quoted the navy chief as saying at the same board meeting. **Russia says it will counter potential threats to its energy and mineral interests in the region through the creation of two brigades of Arctic troops.** Defense Minister Anatoly Serdyukov said last week that details were still being worked out. Russian gas export monopoly Gazprom runs two major gas projects in the Arctic, including one with Statoil, while state-run oil major Rosneft and BP operate at three Kara Sea fields. Global warming has boosted expectations that the Arctic may also provide new mining, fishing and shipping prospects as the ice cap melts. **Moscow submitted an application to the U.N.** to claim the Lomonosov Ridge in 2001, **but the document was returned and Moscow was asked to provide more proof for its claim**. Prime Minister Vladimir Putin said late last month that **Russia would finish mapping of its Arctic shelf by 2013 and submit its application to the U.N. on its claim** to the Lomonosov Ridge **by 2014.** Canada has said it will submit its application on the territory in 2013. **The United Nations Convention on the Law of the Sea says that any coastal state can claim its own landmass 200 nautical miles from its shoreline and exploit the natural resources within that zone.**

### **Arctic Presence key to Check Russia**

#### **America needs to strengthen its position in the Arctic to avoid Russia from continuing to do so. Our economic prosperity depends on this**

Cohen and Anton 2011

Russia’s Arctic Claims: Neither LOST nor Forgotten

Ariel Cohen and Anton AltmanAugust 16, 2011 at 3:12 pm(3) http://blog.heritage.org/2011/08/16/russias-arctic-claims-neither-lost-nor-forgotten/

**Moscow has an unquestionable head start on the rest of the world, and it is not shy about investing in its ambitions. At least six new icebreakers** and Sabetta, a new year-round port on the arctic shores—**costing $33 billion**—**are on the agenda**, but **Prime Minister Putin** has **said** the Kremlin is “open for a dialogue with our foreign partners and with all our neighbors in the Arctic region, but of course **we will defend our own geopolitical interests firmly and consistently**.” Or as they said in Soviet times, “**What is mine is mine, and what is yours is negotiable.”** **The Arctic is of vital geopolitical importance** not just to Russia, but **to the entire world.** It has enormous quantities of hydrocarbon energy and other natural resources, and as the Arctic is no longer completely icebound, in summertime it may become an important transportation route vital to U.S. national security. **Despite this, at present the U.S. has made virtually no effort to strengthen its position in the frozen final frontier.** The chief concern is America’s lack of icebreakers—even Canada and Finland have more than the United States. Icebreakers are vital to exploring the Arctic and enforcing one’s sovereignty there. As of 2010, Russia had 29 icebreakers in total and was building more. The United States had two (including one that is obsolete), with no plans to expand. The Heritage Foundation has exposed this problem extensively: **The United States has significant geopolitical and geo-economic interests in the High North, but the lack of policy attention and insufficient funding have placed the U.S. on track to abdicate its national interests in this critical region**. **The United States must strengthen its position in the Arctic and make its interests clear to friend and foe alike**. Washington should reach out to the Arctic Council members to block Russia’s expansion plans at the U.N. Meanwhile, the U.S. should fund and build its icebreaking squadron and deploy it in Alaska. Russia’s Arctic aspirations are a serious geopolitical challenge for U.S. and allied interests. **America’s security and economic prosperity in the 21st century will depend on U.S. ability to access polar waters and the Arctic Ocean bed.**

### Port Solves Russia/Presence

#### North slope port solve Russian expansion

Cohen 10, Ariel. "From Russian Competition to Natural Resources Access: Recasting U.S. Arctic Policy." Heritage Foundation, 15 June 2010. Web. 26 June 2012. <http://thf\_media.s3.amazonaws.com/2010/pdf/bg2421.pdf>.

The Northern Sea Route links the Barents Sea and the Bering Straits. When navigable, this route connecting Asia and Europe is three times faster than the alternative path through the Suez Canal. It could significantly reduce transportation time and costs between the Pacific Rim and Northern Europe and Eurasia. The Russian Federation Arctic policy proclaims “the use of the Northern Sea Route as a national unified transportation link of the Russian Federation in the Arctic” to be a national interest of Russia. However, the U.S. considers the Northern Sea Route to be an international shipping route as stated in its Arctic policy.The U.S. Congress should allocate funding to increase the number of FOLs on the North Slope**,** and Western Alaska,build a deepwater seaport in Alaska, and acquire additional icebreakers for the U.S. Coast Guard to support the timely mapping of the Arctic Extended Continental Shelf and to preserve America’s sovereign territorial rights in the High North**.** With the increased maritime traffic from expanding oil exploration, commerce, and tourism, the Coast Guard will also need additional radar tracking and hydrographic ships to ensure safe navigation.

### Russia Controlling Now

#### Russia has overpowered the U.S. in Arctic disputes before

Byers 12

Michael Byers, professor of Global Politics and International Law at the University of British Columbia. “The Russian Bear dominates the Arctic.” Aljazeera Satellite Network. Online. January 3, 2012.

<http://www.aljazeera.com/indepth/opinion/2012/01/201211103014285585.html>.

There's just one small problem: the US opposes Russia's claim that portions of the Northern Sea Route constitute Russian internal waters where foreign ships require permission to enter. Yet the US has never physically challenged Russia's claim. When the US Coastguard icebreaker Northwind approached the Vil'Kitskii Straits in 1965, the Soviet government threated to "go all the way" if the ship continued onward. The US government responded by ordering the Northwind to turn round - and has kept its ships away ever since.

#### The US falls behind in the Arctic as Russia speeds ahead

Alice Fordham 08/22/2011 <http://www.washingtonpost.com/blogs/checkpoint-washington/post/in-race-for-the-arctic-us-is-largely-sidelined/2011/08/22/gIQAfe85VJ_blog.html>

As the potential of the region grows, there are concerns that other nations are taking advantage and leaving the United States behind. Russia has increased its shipping and military presence along its northern border. Russia has 20 icebreakers, the huge ships needed to forge routes, and so does Canada. American naval presence in the Arctic is “not much at any one time” said Titley, and the United States has only one functioning icebreaker. The United States is not a signatory to the U.N. Convention on the Law of the Sea, a framework that allows nations to lay legal claim to the territory around their coastline. The issue is now getting more attention, with a [report sent by the Pentagon to Congress earlier this year](http://www.defense.gov/news/newsarticle.aspx?id=64212" \t "_blank), but Titley says that the Arctic is simply not as crucial for the United States as it is for Russia or Canada, and that budgetary concerns will affect requests for $1 billion icebreakers, whose exact role is not yet clear. Beyond the strategic factors at play in the Arctic, of course, are the humans, bears and walruses who rely on the ice for their livelihoods. According to a paper published in International Affairs in 2009, herds of walruses have been congregating in northwestern Alaska because of reduced sea ice, and polar bears face extinction in less than 70 years. Indigenous communities, the paper says, have reported massive drops in the seal populations, threatening their traditional way of life -- although if they can lay claim to some of the natural resources that become accessible, they could benefit. As the planners from Moscow to Alaska pore over strategies, skepticism still lingers among some at the political level. Last week, Republican presidential candidate Rick Perry told business leaders in New Hampshire that he believes climate change has been politicized.

### Russia Controlling Now

#### Russia developing military in the Arctic

The Arctic Institute 22 June, 2012 http://www.thearcticinstitute.org/2012/06/062512-news-arctic-this-week.html

The Russian military’s drills provided fodder for much of this week’s military news. The air force tested fighters, bombers, radar aircraft and tankers in long-range missions over the Arctic ([VOR](http://english.ruvr.ru/2012_06_22/78956626/)), and the development of new ammo to “plug a hole” in the air force’s capabilities is planned. At sea, the PASSEX drills, held jointly by France and Russia, took place this week, featuring both the French warship *De Grasse* and the Russian landing ship *Alexander* *Otrakovsky*. Primary tasks appear to have been defense-, rescue- and communications-focused ([VOR](http://english.ruvr.ru/2012_06_15/78239325/)).To strengthen the Northern Fleet’s search-&-rescue capabilities, the new rescue vessel Igor Belousov is under construction at Admiralty Shipyards in St Petersburg. It’s the first such ship built in Russia in more than 30 years, and is planned for testing starting October 2012 ([marinelink.com](http://www.marinelink.com/news/northern-russias-vessel345656.aspx),[BO](http://barentsobserver.com/en/security/new-multi-purpose-rescue-vessel-northern-fleet?utm_medium=twitter)). Meanwhile the submarine *Yekaterinburg*, victim of an earlier fire, is slated to be repaired at the Svezdochka shipyard near Arkhangelsk ([BO](http://barentsobserver.com/en/security/submarine-yekaterinburg-ready-repairs)), and a new “stealth frigate” built in Russia, the INS *Teg,* has been delivered to the Indian navy ([RIAN](http://en.rian.ru/world/20120622/174181942.html)).

#### Russia Interested in the Arctic

[Simon Shuster](http://www.time.com/time/letters/email_letter.html) Monday, Sept. 27, 2010, Time Magazine, http://www.time.com/time/world/article/0,8599,2021644,00.html

Russia's leaders have never been coy about their designs on the Arctic. In recent years, their message has been clear: We want a big, fat slice of it, including the seas of oil and gas underneath, and we are ready to defend our claim. The country expressed its intentions blatantly in August 2007, when a Russian lawmaker planted a flag on the seabed at the top of the world, and a year later, when President Dmitri Medvedev told his top generals at a meeting that defending Russia's interests in the Arctic was nothing less than "their direct duty to posterity." Which is why so many of the world's Arctic decision makers were amazed last week when they were called to a forum in Moscow to hear a very different message. Russia wants the Arctic to be "a zone of peace and cooperation," Prime Minister Vladimir Putin told them. But could he possibly be serious? The reasoning behind Russia's change of tune is both pragmatic and political. A gentler approach to Arctic policy is in line with Medvedev's broader effort to win over the West, as symbolized by his budding friendship with President Obama. (Remember the French fries they shared at Ray's Hell Burger in June?) And as Russia realizes, exploiting the energy wealth of the Arctic will be much harder if the region gets mired in conflict. "In the absence of stability, none of the energy opportunities are possible,"

### Russia Controlling Now

#### US is behind in the Arctic Race

[Christoph Seidler](http://www.businessweek.com/bios/Christoph_Seidler.htm) June 12, 2009 Bloomberg BusinessWeek http://www.businessweek.com/globalbiz/content/jun2009/gb20090612\_999975.htm

In any case, things are not looking particularly good for the United States. The country was too inactive in the arctic region for too many years to now suddenly take a leading role. "If there's a five-nation race in the Arctic," warns Coast Guard Admiral Gene Brooks, "we're fifth." Although American explorer Robert Peary formally claimed the area around the North Pole for the United States 100 years ago, nothing happened for a long time afterward, especially after the fall of the Soviet Union. Now politicians in Washington are rubbing their eyes in disbelief as other countries set the agenda when it comes to the pole. "I believe it is a race," says Mead Treadwell, chair of the US Arctic Research Commission. The US will remain on the sidelines of the polar race for a while yet. This may be a good thing in terms of political rhetoric in the region, which might be less charged without the United States involved. But it also means Washington is missing as a possible stabilizing factor in the Arctic.

### Russia Won’t Cooperate

#### Russia won’t cooperate

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[Leo Van, Polar Partner or Poles Apart?

<http://www.psa.ac.uk/spgrp/51/2010/Ppr/PGC2_Van%20EfferinkLeonhardt_Polar_Partners_or_Poles_Apart_PSA_2010.pdf>

Russia has left the U.S., Canada, and the Nordic countries little choice but to forge a cooperative High North strategy and invite other friendly countries, such as Great Britain, to help build a Western presence in the Arctic.” This line constitutes the identity of Russia implicitly as an ‘unfriendly’ and ‘uncooperative’ country. Regarding the flag planting ceremony in August contends that with this statement and its territorial claims in the Arctic, “Russia has created a new source of international tension, seemingly out of the blue.” This claim also contains representational practices : “However, Moscow’s current rush to dominate the Arctic Ocean and everything under it indicates that greed and aggression motivate the new Russian polar bear.”

### War Possible/Tensions High – Arctic Specific

#### Cold war like tensions immanent in arctic.

Terry **Macalister** Jul. 27 **11,** "US and Russia stir up political tensions over Arctic",http://www.guardian.co.uk/world/2011/jul/06/us-russia-political-tensions-arctic

Thecompeting commercial interests in the Arctic are complicated by the lack of a comprehensive agreement on who owns what**.** Manycountries are in the process of submitting competing land claims to the UN as part of its Law of the Sea Convention – a treaty as yet unsigned by the US. Canada and others were also disturbed when Artur Chilingarov, a veteran Russian polar explorer, placed a flag on the Arctic seabed in 2007**.** He told reportershis mission was to show the Arctic was Russian, adding: "We must prove the north pole is an extension of the Russian landmass."Canada took exception to the Russian move, seeing it as provocative, but Moscow dismissed the furore, insisting it was a theatrical gesture by a scientist hired by private companies to make the descent. But it is telling that the following year Chilingarov – also a member of the state parliament – was awarded a new title, Hero of the Russian Federation. Concerns about a new cold war – if not just a cold rush – have led academicssuch as Rob Huebert, a professor of political science at the University of Calgary, to warnin a recent paper prepared for the Canadian Defence and Foreign Affairs Institutethat "an arms race may be beginning".

#### Relational tensions and Russian expanison brink now - bomber intrusion proves

Newsroom America ‘12

Civil and International watchdog analysis website. Report: Russian Bombers Tested U.S. Arctic Air Defenses During Obama-Putin Summit By Newsroom America Staff at 27 Jun 11:08 http://www.newsroomamerica.com/story/258149.html

(Newsroom America) -- Russian heavy bombers tested U.S. air defenses near Alaska earlier this month during a chilly summit between President Barack Obama and Russian President Vladimir Putin, as part of large-scale arctic war games, a report said Wednesday. The Washington Free Beacon, quoting unnamed senior defense officials, said the Russian aircraft flew close enough to U.S. airspace to warrant launching of F-15 fighter jets to intercept. The war games began on the same day Obama and Putin met at a summit in Mexico June 18. U.S. officials said the war games appeared to be a further sign of Moscow's hardening stance towards Washington. The report went on to say that the Obama administration did not protest the bomber intrusion, as part of its "reset" policy of trying to seek warming relations with Russia. The exercises featured some 30 strategic aircraft, including Tu-95MS Bear H and Tu-160 Blackjack nuclear-capable bombers, Il-76 refueling tankers, A-50 airborne warning and control aircraft, and Su-27 and MiG-31 jet fighters. About 200 troops also took part in the exercise, the report said. The Beacon said U.S. defense officials had no comment on the paper's report. Retired Air Force Lt. Gen. Thomas McInerney, a former Alaska North American Aerospace Defense commander, told the paper the exercises should be cause for concern. "The Russians continue to exercise our air defense identification zone, which shows Mr. Putin loves to let President Obama know that they still have global capability," he said. "So much for reset."

# Oil/Resources Advantage

### 1AC Arctic Resources Advantage

#### New ports key to make Arctic drilling safe and cost-efficient – federal action key

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

Due to the need for specially designed equipment, long supply lines, and limited transportation, a recent analysis from the nonpartisan U.S. Energy Information Administration found that “studies on the economics of onshore oil and natural gas projects in Arctic Alaska estimate costs to develop reserves in the region can be 50 to 100 percent more than similar projects undertaken in Texas.” 8 Despite these hurdles, some in the United States are eager to keep pace with other Arctic nations by tapping into the “great opportunity” for economic gain they believe lies beneath the pristine Arctic waters. Drilling for oil in this fragile region, however, should not be pursued without adequate safeguards in place. If we’ve learned anything from the Deepwater Horizon tragedy, it’s that the importance of preparedness cannot be overstated. That is why we strongly recommend specific actions be taken by the federal government, by Congress, and by Shell and other companies before beginning exploratory drilling in the Arctic.

#### New ports are a prerequisite to drilling and resource extraction

Rapp ‘11

[December 1, ADMIRAL ROBERT PAPP COMMANDANT, U.S. COAST GUARD ON COAST GUARD OPERATIONS IN THE ARCTIC, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC]

A key economic factor in the viability of developing natural resources in Alaska is the distance to ocean port. Natural resources within 100 miles of a coast line typically have a higher probability of development due to shipping proximity. Development of resource transportation corridors to Arctic ports is critical for both shipping of product to market and for resupply of materials and equipment necessary for resource exploration, development, and extraction. Options for public-private partnerships (P3’s) should be explored as a mechanism to capitalize development of the resource deposits and provide a return on investment to the state and private sector industries. Port planning for the Arctic should include a prioritized strategy for approaches to specific resource deposits and options for developing transportation infrastructure to support exploration and development of the resource and moving the product to market.

#### Massive resource reserves untapped in the arctic

Russell 08, Anthony L. "CARPE DIEM: SEIZING THE OPPORTUNITY IN THE ARCTIC WITH A COMPREHENSIVE U.S. ARCTIC STRATEGY." Master of Military Studies, 2008. Web. 27 June 2012. <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA490618>.

While climate change has opened the door to the Arctic, the economic dynamic has laid out the welcome mat. There is broad scientific consensus that the Arctic seabed holds a significant cache of oil and gas reserves, as well as other minerals. Estimates of oil reserves range from theU.S. Geological Survey'shigh of 25% of the world's remaining oil to theWood Mackenzie firm'slow of 3%.This "low" estimate still equates to approximately 15 billion barrels of oil, or two years worth ofannual domestic consumption, just within the U.S. and another 218 billion barrels undiscoveredin the rest of the Arctic. These deposits do not have to be massive to significantly benefit U.S. economic and security interests**.** Currently the U.S. uses 22 million barrels of oil per day for which i t relies on 64% to be imported.Declining global reserves, increasing prices, and growing demand for more secure and dependable energy sources make even modest domestic reserves of major strategic value to the U.S**.** Additionally, U.S. benefit is not exclusive to domestic discoveries, but also from greater security offered by access to new discoveries by Arctic allies like Norway, Denmark and Canada.

#### Developing production in the Arctic key to reduce oil dependency and lower prices

**Strategic Studies Institute 2011**

Strategic Studies Institute Monograph RUSSIA IN THE ARCTIC Stephen J. Blank Editor July 2011 http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf

**Arctic oil and gas resources have become increas- ingly important, given the tight energy market**. Es- calating demand for energy in 2001-08, stagnating supply, political instability, growing resource nation- alism, terrorism, and ethnic conflict combined to cre- ate a perfect storm in July 2008, with oil prices at $147 per barrel.14 **While oil prices** later **retreated** to around $70-80 a **barrel due to the financial crisis, global energy markets are expected to remain tight over the long term as the fundamentals remain largely the same, namely, rising demand from emerging markets out- side U.S. control, and flattening supply**. At the present writing, **crude oil prices are reaching alarming heights once again**, with prices around $114 a barrel. **While these trends bode ill for security of energy supply, the resources in the Arctic offer a glimmer of hope.** U.S. Energy Supplies**. Developing oil deposits in the Arctic is strategically important because the region is not beset by religious, ethnic, or social strife and re- source nationalism that plague oil-producing coun- tries in the Middle East, West Africa, and Latin Amer- ica. One way to reduce U.S. dependency on foreign oil is to develop the Arctic oil fields**. **Such development would lower prices in the international oil market, even after accounting for high production costs and the time lag for bringing new oil fields online.** More- over, **the** rich **oil** and gas **deposits** in Alaska’s North Slope and in the U.S. offshore Arctic territories **could further increase U.S. energy supply by guaranteeing availability of additional domestic energy supplies in the time of a national emergency.**15

#### Oil shocks independently collapse the economy and causes resource wars

Perl, 11/19/2011 (Anthony – professor of Urban Studies and Political Science at Simon Fraser University, How Green is High-Speed Rail, CNN, p. http://www.cnn.com/2011/11/18/world/how-green-is-hsr/index.html)

Any debate about the future of high-speed rail must consider where this mobility option fits into the 'big picture' of how transportation systems meet looming economic, energy and environmental challenges. In a world where 95% of motorized mobility is currently fueled by oil, high-speed rail offers a proven means of reducing dependence on this increasingly problematic energy source. This value of using proven electric propulsion technology should not be underestimated when both the time and money to deploy energy alternatives are in short supply. In our recent book Transport Revolutions, Richard Gilbert and I documented the economic, environmental and political dividends to be gained from replacing the internal combustion engines powering today's aircraft, cars, and motor vehicles with traction motors that can be powered by multiple energy sources delivered through the electric grid. Since electricity is an energy carrier, it can be generated from a mix of sources that incorporate the growing share of geothermal, hydro, solar, and wind energy that will be produced in the years ahead. And because electric motors are three to four times more efficient than internal combustion engines, an immediate improvement will precede introducing renewable energy into transportation. Grid-connected traction offers the only realistic option for significantly reducing oil use in transportation over the next 10 years. If such a shift does not begin during this decade, the risk of a global economic collapse and/or geo-political conflict over the world's remaining oil reserves would become dangerously elevated. Making a significant dent in transportation's oil addiction within 10 years is sooner than fuel cells, biofuels, battery-electric vehicles and other alternative energy technologies will be ready to deliver change. Biofuels that could power aircraft now cost hundreds of dollars per gallon to produce. Batteries that a big enough charge to power vehicles between cities are still too big and expensive to make electric cars and buses affordable. But grid-connected electric trains have been operating at scale and across continents for over a century. And when the Japanese introduced modern high-speed trains through their Shinkansen, in 1964, the utility of electric trains was greatly extended. Since the 1980s, countries across Asia and Europe have been building new high-speed rail infrastructure to deploy electric mobility between major cities up to 1,000 kilometers apart. For intercity trips between 200 and 1,000 kilometers, high-speed trains have proven their success in drawing passengers out of both cars and planes, as well as meeting new travel demand with a much lower carbon footprint than driving or flying could have done. If we are serious about reducing oil's considerable risks to global prosperity and sustainability, we will not miss the opportunity offered by high-speed rail to decrease transportation's oil consumption sooner, rather than later.

#### Global economic crisis causes war---strong statistical support—also causes great power transitions

Royal 10 – Jedediah Royal, Director of Cooperative Threat Reduction at the U.S. Department of Defense, 2010, “Economic Integration, Economic Signaling and the Problem of Economic Crises,” in Economics of War and Peace: Economic, Legal and Political Perspectives, ed. Goldsmith and Brauer, p. 213-214

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson’s (1996) work on leadership cycle theory, finding that rhythms in the global economy are associated with the rise and fall of pre-eminent power and the often bloody transition from one pre-eminent leader to the next. As such, exogenous shocks such as economic crises could usher in a redistribution of relative power (see also Gilpin, 10981) that leads to uncertainty about power balances, increasing the risk of miscalculation (Fearon, 1995). Alternatively, even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power (Werner, 1999). Seperately, Polllins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium, and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland’s (1996,2000) theory of trade expectations suggests that ‘future expectation of trade’ is a significant variable in understanding economic conditions and security behavior of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if the expectation of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases , as states will be inclined to use force to gain access to those resources. Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states. Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in turn returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p.89). Economic decline has also been linked with an increase in the likelihood of terrorism (Blomberg, Hess, & Weerapana, 2004), which has the capacity to spill across borders and lead to external tensions. Furthermore, crises generally reduce the popularity of a sitting government. ‘Diversionary theory’ suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to create a ‘rally round the flag’ effect. Wang (1996), DeRouen (1995), and Blomberg, Hess and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997) Miller (1999) and Kisanganie and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. DeRouen (2000) has provided evidence showing that periods of weak economic performance in the United States, and thus weak presidential popularity, are statistically linked to an increase in the use of force..

#### Arctic oil drilling would stimulate the economy and create thousands of new jobs

**Strategic Studies Institute 2011**

Strategic Studies Institute Monograph RUSSIA IN THE ARCTIC Stephen J. Blank Editor July 2011 http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf

**To enhance U.S. energy security, America should undertake a broad range of energy saving and diversification maneuvers, including expanding domestic oil production**. America remains one of the largest pro- ducers, but it is the only oil-producing nation on earth that has placed a significant amount of its reserves out of reach. **Until recently, potentially large U.S. natural gas deposits have been off limits**. For instance, ANWR holds potential reserves of about 10 billion barrels of petroleum. Such reserves could lead to an additional 1 million barrels per day in domestic production. These could be transported south through the Trans-Alaska Pipeline, which has a spare capacity of 1 million bar- rels per day. **An additional 1 million barrels per day would save the United States $123 billion in petroleum imports, create $7.7 billion in new economic activity, and generate 128,000 new jobs.**9

### Port key to Development

#### Ports needed for Alaskan North Slope resources

Hosbon 2012 http://www.eenews.net/public/Greenwire/2012/01/10/1ARCTIC:

Aging infrastructure adds to woes of Alaska-bound fuel tanker

"We're way behind the curve on Arctic infrastructure," said Alaska Democrat Mark Begich, who chairs the Senate Oceans, Atmosphere, Fisheries and Coast Guard Subcommittee. "While other nations are recognizing the opportunities -- and responsibilities -- in the changing Arctic, the United States has not. We've talked about it, studied it and held hearings, but Congress has not committed the resources to actually building it." Alaska officials see the port as an opportunity to attract new business and provide jobs. "The state has requested that we look at deepwater ports essentially for the purpose of extracting minerals," Fore said.

#### Additional deep-water ports in Alaska are important to the US economy.

Luiken 2011

State of Alaska Capital Project Summary FY2012 Governor Amended

3/22/11 3:21:34 PM Department of Transportation and Public Facilities Reference No: AMD 50770 Released March 17, 2011 Marc Luiken, Commissioner http://omb.alaska.gov/ombfiles/12\_budget/Trans/Amend/2012proj50770.pdf

This is a new capital request to fund the study and mapping of potential arctic deepwater port sites, in conjunction with the United States Army Corps of Engineers (USACE). **A deepwater arctic port would be a long-term vital asset to national security and to the State's economy. . It would provide a new, northernmost port for the** United States Coast Guard (**USCG) to protect and patrol the State's arctic waters. USCG icebreakers and other vessels require a minimum of -35 feet**. Additional funding to complete the study would be required in FY2013 and FY2014. This project is focused on studying and mapping the Arctic coast in conjunction with the Army Corps of Engineers for a deepwater port site. A separate statewide digital mapping project has received prior capital funding: DNR: $6,000,000 GF total, $7,000,000 federal receipts. DMVA also received $11.4 million in federal receipts in FY06 for this project under what was known as the Alaska Aviation Safety Program. Project Description/Justification: **The Arctic coast is** approximately 927 miles long or 1,492 kilometers, and **a high priority for the State of Alaska and all federal agencies. It is in our interest to learn as much as we can about the region and its** **potential** deepwater (-35 feet or greater) **port sites by working with the Army Corps of Engineers conducting a combination of research and mapping** in order to develop a list of potential port sites on the State's arctic coastline. **An arctic port in Alaska would serve as a major infrastructure asset as the State, nation, and world continue to evolve**. In the short term, this would serve as the northernmost port for the USCG, the US Navy (USN), and the National Oceanic and Atmospheric Administration (NOAA) in order for them to protect and patrol this region, and to develop a greater understanding of the factors involved in the potential economic development of the region. **In the long term, a potential arctic port could be expanded upon to allow for greater utilization to the state. It could help further diversify the state's economy in many ways.**

### Port key to Development

#### **Research is currently being conducted to find a spot most suitable for a deep-water port. This will contribute to the economy in three ways.**

Bennet 2012

Senator Mark Begich holds roundtable on Alaskan deepwater port THE ARCTICby Mia Bennett | on April 11th, 2012 | 0 comments http://foreignpolicyblogs.com/2012/04/11/senator-mark-begich-holds-roundtable-alaskan-deepwater-port/ Mia Bennett graduated summa cum laude and Phi Beta Kappa from the University of California, Los Angeles in 2010 with degrees in Political Science and European Studies and minors in Geospatial Information Systems & Technology, Scandinavian, and French. She focuses on the politics of Arctic resource management and Canadian infrastructure, and is interested in the application of GIS technology to Arctic dilemmas. She studied Swedish language and culture at Lund University in Sweden and spent a semester abroad at Sciences Po in Paris, France. Mia also interned for the U.S. Embassy in Oslo, Norway with the State Department. She speaks French, Swedish, and is learning Russian. Her work has appeared in ReNew Canada, FACTA, and Baltic Rim Economies, among other publications.

**The panel is the first** in a series designed **to study how Alaska can prepare itself to handle increased ship traffic. As the extent of Arctic sea ice decreases over time**, particularly in the summer, **there will be increased** oil exploration, tourism, shipping, and possibly militarization – and hence, more **traffic.** Consequently, **Alaska will need to have more search and rescue ships and infrastructure in place to support such a maritime boom. To get the most out of any new port,** the Dispatch reports that many of **the panelists supported** public-private funding and **allowing the port to have multiple uses, such as for both tourist ships and Coast Guard cutters.** With the sheer cost of construction and operations in the Arctic**, this is really the only feasible way to create a thriving port that meets the needs of many sectors.** At present, the U.S. Army Corps of Engineers (ACE) and the Alaska Department of Transportation & Public Facilities are working together to determine the best sites for a deepwater port in Alaska**. Through research and mapping, they are trying to find locations along the state’s 927-mile long Arctic coastline that would “that would be a long-term vital asset to national security and to the State’s economy.”** [1] The port would be the northernmost one for the US Coast Guard, Navy, and NOAA, and it must be at least 35 feet deep in order to accommodate Coast Guard icebreakers. In their request for capital from the state of Alaska, **the ACE identified three main ways in which a deepwater port could contribute to the economy:** <<The possibility of **an Arctic port becoming a direct shipping point for resources developed in** the western and northern regions of **Alaska**. **A major strategic American commercial and military port along the Arctic Coast** as vessel traffic increases. **A major infrastructure asset to any future potential endeavors to produce oil and gas from deepwater reserves in the Arctic Ocean**.>> The first point would be an important development, particularly for the oil and gas industry. Fossil fuels would no longer need to be shipped through the Trans Alaska Pipeline in order to be shipped elsewhere. Instead, they could be shipped directly to the burgeoning markets in China, South Korea, and Japan, whose appetite for oil has increased by 33% since it shut off 53 of its 54 nuclear reactors.

### Alaska Has Resources

#### North slope is key to producing more oil and economic growth.

Stephen J.Blank, 2011**,** Editor of Strategic Studies Institute, "Russia in the Arctic", http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf

Alaska’s North Slope contributes significantly to U.S. oil production and could supply more**.** The North Slope is the region of Alaska extending from the Canadian border on the east to the Chukchi Sea Outer Continental Shelf (OCS) on the west. It includes the Chukchi Sea OCS, the Beaufort Sea OCS, the Arctic National Wildlife Refuge (ANWR), the Central Arctic (the region found between the Colville and Canning Rivers), and the National Petroleum Reserve Alaska. **Between 1977 and 2004,** the Prudhoe Bay oil field on **the North Slope produced more than 15 billion barrels of oil.** By 1988, Prudhoe Bay accounted for more than 25 percent of U.S. crude oil production. However, the Prudhoe Bay oil field is currently in steep decline. A U.S. Department of Energy report found that the Alaska North Slope has potentially 36 billion barrels of oil and 3.8 tcm of natural gas, close to Nigeria’s proven reserves**.** The report also estimates that the Chukchi Sea OCS and the Beaufort Sea OCS hold combined energy reserves of 14 billion barrels of oil and about 2 tcm of natural gas. Furthermore, these reserves are especially attractive because their development is less limited by federal, state, and local legislation, as is the case with theArctic National Wildlife Refuge **(**ANWR), and are thus more accessible to drilling**.** To enhance U.S. energy security, America should undertake a broad range of energy saving and diversification maneuvers, including expanding domestic oil production. America remains one of the largest producers, but it is the only oil-producing nation on earth that has placed a significant amount of its reserves out of reach. Until recently, potentially large U.S. natural gas deposits have been off limits. For instance, ANWR holds potential reserves of about 10 billion barrels of petroleum. Such reserves could lead to an additional 1 million barrels per day in domestic production. These could be transported south through the Trans-Alaska Pipeline, which has a spare capacity of 1 million barrels per day. An additional 1 million barrels per day would save the United States $123 billion in petroleum imports, create $7.7 billion in new economic activity, and generate 128,000 new jobs.

#### Alaska has a near endless supply of resources

Yoder 2001 (Cedarville university geology graduate)

Alaska's Natural Resources http://www.cedarville.edu/resource/education/geo/us/ak/naturere.htm

Alaska's natural resources are a vital part in Alaska's economy. Alaska's land area exceeds 150,000,000 acres which seems to hold endless supplies of resources such as crude oil, natural gas and timber. While these resources are not endless, Alaska strives to manage them with extreme care for the sake of current and future Alaskans residents.

### Arctic Circle Has Resources

#### The Arctic region contains valuable resources

Strategic Studies Institute ‘11

Strategic Studies Institute, strategic-level study agent for issues related to national security and military strategy. “Russia in the Arctic.” Online. July 2011. <http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf>.

The Arctic has reemerged as a strategic area where vital U.S. interests are at stake. The geopolitical and geo-economic importance of the Arctic region is immense, as its mineral wealth is likely to turn the region into a booming economic frontier in the 21st century. The Arctic coasts and continental shelf are estimated to hold large deposits of oil, natural gas, methane hydrate (natural gas) clusters, and large quantities of valuable minerals.

#### Untapped resources

Strategic Studies Institute ‘11

Strategic Studies Institute, strategic-level study agent for issues related to national security and military strategy. “Russia in the Arctic.” Online. July 2011. <http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf>.

Arctic might hold as much as 90 billion barrels of oil—13 percent of the world’s undiscovered oil reserves—and 47.3 trillion cubic meters (tcm) of natural gas—30 percent of the world's undiscovered natural gas. At current consumption rates, assuming a 50 percent utilization rate of reserves, this is enough oil to meet global demand for 1.4 years and U.S. demand for 6 years. Arctic natural gas reserves may equal Russia’s proven reserves, the world’s largest.

### Arctic Circle 🡪 Methane Hydrates

#### Investment in the Arctic region will help develop new technology for new commercial energy sources

**Strategic Studies Institute 2011**

Strategic Studies Institute Monograph RUSSIA IN THE ARCTIC Stephen J. Blank Editor July 2011 http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB1073.pdf

**Large methane hydrate deposits are located on the deep seabed of the Arctic Ocean**.10 Methane hydrates are a solid form of natural gas with 3,000 times the concentration of methane found in the atmosphere.11 **While no technology currently exists to mine meth- ane clusters, the capability appears to be just over the horizon**. **The United States and Japan have agreed to cooperate in researching and developing commercial methane hydrate processing, with the goal of sell- ing gas from methane hydrates by 2018**.12 The South Korean Ministry of Energy has also announced that it will work with the United States in exploring and developing **methane hydrates deposits** to **develop a commercially viable energy source.** **Seoul, South Ko- rea, is also hoping to participate in the U.S.-sponsored Alaska North Slope project in 2009 to test the viability of using methane hydrates as an energy source**.13

### Natural Resources key to Growth

#### Natural resources increase economic growth

Economy Watch 2010

[Natural Resources

<http://www.economywatch.com/economy-articles/us-natural-resources.html>]

Easy availability of natural resources has helped the industrialization process of the United States to a great extent. The huge variety of natural resources contributes a substantial share of the revenue of the US federal government. The ready availability and abundance of natural resources also provide the nation with a comparative advantage in the global financial markets. Due to the non-renewable nature of fossil fuels like coal, natural gas, and petroleum, the use of renewable sources of energy has gained substantial popularity in United States in recent times. The federal and state governments of United States have put stress on conservation of natural resources.

# Solvency

### 1AC Solvency Contention

#### The United States does not have a deep-water port on the North Slope of Alaska - the closest is over 1000 miles away

 Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

NOAA’s United States Coast Pilot notes that “there are few harbors, port facilities, or aids to navigation along the Arctic coast.” 51 While there are no major ports on the North Slope of Alaska, there are small boat anchorages in both Prudhoe Bay and Wainwright, as well as docking facilities associated with the existing drilling operations in Prudhoe Bay. 52 Additional small boat ramps can be found in some North Slope communities, but these would be inadequate for a large-scale spill response. The closest major public port, Dutch Harbor, is 1,167 nautical miles away from Barrow in Unalaska. 53 Other Alaskan ports of significance are located in Anchorage, Valdez, and Homer. As the accompanying map indicates, there is a shallow-water port in Kivalina, but it is privately owned and operated by Red Dog zinc mine. 54, 55 Alaska has no deep-water offshore port or harbor along its western coastline or North Slope. In comparison, Louisiana alone has 26 public ports, including the Port of South Louisiana, the largest port by tonnage in the United States, as well as numerous private harbors and marinas. 56, 57 Thirty-five of the 150 principal ports by tonnage in the United States are located within a 500-mile radius of the Deepwater Horizon spill site. 58 There are none along the North Slope. The Gulf Coast’s highly developed port infrastructure played a crucial role in facilitating cleanup and recovery following the BP blowout, a massive mobilization effort that utilized 9,700 vessels at peak response. 59 Facilities such as ports, fueling stations, offloading equipment, and infrastructure support such as roads and rail systems on a comparable scale simply do not exist on Alaska’s North Slope.

#### A deepwater port is the only missing component - crushes Coast Guard Readiness

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

In the event of an oil spill, the Coast Guard would be called upon to coordinate the federal response. Testifying before the Senate Committee on Commerce, Science, and Transportation last July, Coast Guard Commandant Robert Papp expressed grave concern about the lack of support and infrastructure in the Arctic, stating, “If this were to happen off the North Slope of Alaska, we’d have nothing. We’re starting from ground zero today. … We have zero to operate with at present.” 67 In December testimony before the House Transportation and Infrastructure Subcommittee, Papp also said his agency “will work to ensure its force structure is appropriately sized, trained, equipped and postured to meet its Arctic mission requirements.” 68 But in order to carry out this mission in a changing Arctic, the commandant emphasized that “The Coast Guard’s most immediate operational requirement is infrastructure.

#### Arctic port is key to coast guard mission

Rapp ‘11

[December 1, ADMIRAL ROBERT PAPP COMMANDANT, U.S. COAST GUARD ON COAST GUARD OPERATIONS IN THE ARCTIC, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC]

The United States Coast Guard’s needs in these areas well illustrate the magnitude of infrastructure investment necessary in the Arctic. The Search & Rescue (SAR) agreement recently negotiated by the eight Arctic nations through the Arctic Council commits the United States to search and rescue response in regions of the Arctic. Domestically, the National Contingency Plan requires the U.S. Coast Guard to oversee oil spill planning and preparedness in coastal waters and to supervise any oil-spill response. Additionally, the U.S. Coast Guard's mission is to protect the public, the environment, and U.S. economic interests in the nation's ports and waterways, along the coast, on international waters, or in any maritime region as required for national security. 1 At present, the Coast Guard has very limited Arctic emergency response capabilities and no permanent bases on Alaska’s North Slope to support its operations. Basic needs there include communications, housing, and support facilities. It is especially notable that the Coast Guard has only one operational Polar Class icebreaker, the USCG Cutter Healy. Clearly, the Coast Guard does not have the assets required to carry out its expanding mission in the Arctic.

#### Coast guard cant respond effectively without a port – federal action key

Rapp ‘11

[December 1, ADMIRAL ROBERT PAPP COMMANDANT, U.S. COAST GUARD ON COAST GUARD OPERATIONS IN THE ARCTIC, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC]

As human activity increases in Alaska’s northernmost waters, the need for a forward Coast Guard base grows. The most northern Coast Guard base in the United States is in Kodiak, Alaska, more than 1,000 miles from possible Chukchi Sea drilling sites and nearly as far from existing Arctic shipping lanes in the Bering Strait. 2 This distance causes untenable logistical problems that negatively impact response times and capabilities. The Coast Guard must have a greater overall presence in the Arctic, with the ability to stage assets closer to future shipping, oil and gas drilling, and commercial fishing activities. The federal government should begin planning immediately to establish an Arctic base, and it must also move forward on interim measures for search and rescue and oil-spill response in the region. The latter include working with communities to site required equipment at strategic locations, upgrading regional airports and associated storage facilities to enable efficient airlifting of assets, and increasing communications infrastructure.

### Inherency

#### No plans for a deep-water port between now and 2020

Margaret Kriz Hobson, E&E reporter. Tuesday, January 10, 2012

http://www.eenews.net/public/Greenwire/2012/01/10/1

**Although the federal government is responsible for search and rescue, spill response and the national defense missions in the Arctic, the U.S. military is downplaying the need for adding resources in the region. A Department of Defense report in May on Arctic operations acknowledged that "only U.S.-flagged ice-capable ships provide visible U.S. sovereign maritime presence throughout the Arctic region." But the report said because "armed conflict" is not expected to break out among the Arctic nations, "the existing defense infrastructure** (e.g., bases, ports, and airfields) **is adequate to meet near- to mid-term U.S. national security needs. Therefore, [the Defense Department] does not currently anticipate a need for the construction of additional bases or a deep draft port in Alaska between now and 2020."**

### Congress Key

#### Congress should increase investment in North Slope infrastructure

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

For Congress • Appropriate adequate funds for the Coast Guard to carry out its mission in the Arctic. 109 The acceleration of human activity in the region means “increased risk of maritime accidents, oil spills, illegal fishing and harvesting of other natural resources from U.S. waters, and threats to U.S. sovereignty”—new concerns that will require facilities, equipment, and personnel, especially in the North Slope where today they have nothing.

### AT “Need Other Infrastructure”

#### Need a port more than anything else

Rapp ‘11

[December 1, ADMIRAL ROBERT PAPP COMMANDANT, U.S. COAST GUARD ON COAST GUARD OPERATIONS IN THE ARCTIC, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC]

The U.S. Coast Guard’s extensive history of Arctic service provides both experience and an expansive network of governmental, non-governmental and private partnerships to draw upon. However, while our summer operations continue to provide valuable lessons and help us gain insights regarding the Arctic, we must acknowledge the seasonal limitation of these efforts and the fact that we still have much to learn about Arctic operations. As new capabilities are developed, the Coast Guard will work to ensure its force structure is appropriately sized, trained, equipped and postured to meet its Arctic mission requirements. The Coast Guard’s most immediate operational requirement is infrastructure. Energy exploration is underway on the North Slope of Alaska, but the existing infrastructure is extremely limited. We need a seasonal facility to base our crews, hangar our aircraft and protect our vessels in order to mount a response.

#### Plan spurs continued infrastructure projects

Hobson ‘12

[Margaret, Aging infrastructure adds to woes of Alaska-bound fuel tanker <http://www.eenews.net/public/Greenwire/2012/01/10/1>]

Building a port would be just one part of a wide-ranging commercial network that could potentially include shipping facilities, industrial services and housing. Depending on its location, the port might be connected to mining or drilling sites by a railroad or shoreline road. To attract the military, it would also require large airport facilities. "A port is just that, it's a portal between the sea and the land," Metzger said. "You also have to have some kind of land-based infrastructure." The port development would most certainly change the face of northern Alaska, he said. "Most of the communities that you see up there have water, wastewater and lodging adequate for the community and maybe a few extra visitors," he noted. "A large influx of people is going to require expansion of shore-side civil infrastructure."

### Port key to Large Vessels/Shipping

#### Larger vessels place new demands on port facilities/services.

Burden et al 2011

(Northern Economics, Inc. Planning for Alaska’s Regional Ports and Harbors. Prepared for U.S. Army Corps of Engineers Alaska District and Alaska Department of Transportation and Public Facilities. January 2011.)

Containerization, transshipment, and larger vessels have placed new demands on port facilities and services. New demand for improvements in Alaskan port facilities may involve a variety of infrastructure investments, such as increasing the depth of water in entrance channels and alongside berths, extending and supporting existing harbors, providing breakwaters, and better cargo handling equipment and storage facilities, among others. One issue with funding port infrastructure improvements will be ensuring that benefits from investing public dollars are not captured solely by private industry but are shared with residents of the region.

#### There is a growing need for seaports on the north side of Alaska.

Margaret Kriz Hobson, E&E reporter. Tuesday, January 10, 2012

http://www.eenews.net/public/Greenwire/2012/01/10/1

Alaska's three-member congressional delegation say Nome's fuel crisis is just the latest sign that **the federal government is not paying enough attention to the growing needs of the changing American Arctic**. As residents of Nome wait for fuel to arrive, **Alaska's bipartisan congressional delegation was hammering Washington for not beefing up the U.S. Coast Guard's icebreaking capabilities**. Republican Rep. Don Young told Alaska reporters that **the federal government needs to act now "because we're going to have a lot more activity up north." As global warming shrinks the North Pole ice cap and leaves Arctic waters open for longer stretches each summer, the world is sharpening its focus on opportunities in the Arctic. The open waters are attracting new ship traffic and creating new demands for fuel, supplies and emergency response. But Alaska has no deepwater offshore port or on-shore harbor along its western or North Slope shores. As a result, the United States is ill-equipped to police the Arctic's domestic and international waters, to service the international ship traffic or offer help during weather-related crises,** such as Nome's sudden ice storm

### Port key to Shipping

#### The Alaskan North Slope needs ports now

Burden et all 11

Pat Burden, Michael fisher, Alexus bond, Terri McCoy <http://www.dot.state.ak.us/stwddes/desports/assets/pdf/regionalports_finalreport0111.pdf>

Ports and harbors play an important role in maritime safety and pollution prevention. The lack of places of refuge and emergency response resources on Alaska’s North Slope and northwest regions may become a particular area of concern if the anticipated increase in the number of freighters, cruise ships, oil and gas tankers, dry bulk cargo vessels, and resupply barges passing through the Bering Strait and plying the waters of the Arctic Ocean occurs. In coming years, the provision of Arctic port facilities or harbors suitable for refuge for medium to deep draft vessels may become both a national and international imperative. National defense and emergency response needs may result in ports being developed even though the benefits may be limited due to small resident populations, seasonality, and modest levels of vessel traffic.

#### Ports needed to control traffic increase in the arctic

Hosbon 2012 http://www.eenews.net/public/Greenwire/2012/01/10/1ARCTIC:

Aging infrastructure adds to woes of Alaska-bound fuel tanker

During the ensuing decades, interest waned in building a port in America's frigid north. But today, global warming has changed commercial and military calculations. Since 2005, the Arctic has had the warmest weather on record, causing sea ice to thaw and opening navigation lanes for longer stretches each summer. A recent scientific assessment by the international Arctic Council estimated that by midcentury the Arctic could be nearly ice-free in the summertime. As long-haul shippers take advantage of change, ship traffic is increasing through the Bering Strait and the Arctic's Northwest Passage.

### Port key to Coast Guard

#### The Coast Guard cannot do it’s job in the Arctic without a port on the northern slope of Alaska

Ronald O'Rourke, Specialist in Naval Affairs, June 15, 2012

<http://www.fas.org/sgp/crs/misc/R41153.pdf>

A January 2011 press report summarized remarks made by the Commandant of the Coast Guard, Admiral Robert Papp, concerning Coast Guard search and rescue capabilities in the Arctic. The article quoted Papp as saying that there is a need for a range of Coast Guard operational capability for the Arctic, and that “In the meantime, he said the service will lean on partnerships with other Arctic nations. However, he warned that the Coast Guard will likely not be able to respond to any crises in the Arctic circle in a timely fashion. He recalled that the Canadian Coast Guard came under fire when it took six days to rescue a cruise ship and oil tanker that both ran aground in its northern waters.” The article stated: “We wouldn’t be able to make it in six days,” he said. “It’d probably take us six weeks to get adequate resources up for a similar thing in our waters, so we have to start focusing on this.”

#### **The Coast Guard Needs a Port in Barrow, a city on the northern slope of Alaska.**

Ronald O'Rourke, Specialist in Naval Affairs, June 15, 2012

<http://www.fas.org/sgp/crs/misc/R41153.pdf>

A March 2011 press report summarizing remarks made by Admiral Papp during and after a hearing before the Coast Guard and Maritime Transportation subcommittee of the House Transportation and Infrastructure Committee stated: Because retreating ice continues to make the passageways in the Arctic Ocean more navigable, the Coast Guard needs to have air stations in the region to conduct helicopter rescue missions, Papp said. He has not chosen specific cities for the air station sites, but he said the Alaskan cities of Barrow and Kotzebue come to mind. When lawmakers focus on Arctic resources, the United States’ shortage of icebreakers usually draws the bulk of attention, but Papp said the Coast Guard is also in dire need of small boats to conduct rescue missions.

### Port key to Coast Guard

#### There must be a U.S. coast Guard presence-ports key.

Heather A. **Conley,** Jan. **2012,** director of the Europe plan at The Center For Strategic International Studies, "A New Security Architecture for the Arctic, http://csis.org/files/publication/120117\_Conley\_ArcticSecurity\_Web.pdf

The2008U.S. CoastGuardPolar Report opens with a warning that “if changes in summer Arctic conditions continue to trendas observed in the past six years, we may expect incidents and casualties to occur with greater frequency and/or farther from U.S. shores.” The report explicitly calls for"icebreakers and other surface, aviation andshore assets capable of operating in the Polar Regions to maintain a sovereign presence, safeguard U.S. interests and respond to calamity.” Each of these documents highlights a clear need for investment and coordination by the U.S. government if it is to maintain a meaningful presence in the Arctic region and if the most pressing security interests in the Arctic, as emphasized in NSPD-66**,** are to be addressed.

#### The U.S.C.G. Currently has no real capabilities to secure the Arctic circle.

Heather A. **Conley,** Jan. **2012,** director of the Europe planat The Center For Strategic International Studies, "A New Security Architecture for the Arctic, http://csis.org/files/publication/120117\_Conley\_ArcticSecurity\_Web.pdf

In the UnitedStates**,** theCoastGuard **is** responsible for ice operations(conducting and sup- porting scientific research),search and rescue(deploying assets to respond to search and rescue incidents),marine environmental protection(responding to oil or hazardous materials spills),and aids to navigation(facilitating navigation and preventing disasters, collisions, and wrecks, using aids such as buoys, lights, and signs)within the Arctic Circle. Currently, the U.S. CoastGuardis struggling to maintain these critical competencies. It has no operating bases or stations above the Arctic Circle in Alaska**,** thereby delaying any search-and-rescue or maritime deployment in the U.S. Arctic Seatime by a minimum of eight hours by air and days by sea.These extremely limited capabilities call into question the ability of the USCG and the U.S. government to effectively prevent terrorism and ensure strong law enforcement in the Arctic.In his December 2011 testimony to the House Subcommittee on Coast Guard and Maritime Transportation, the commandant of the U.S. Coast Guard, Admiral Robert J. Papp Jr., publicly stated that the Coast Guard does not currently have the infrastructure or the vessels it would need to fully meet the requirements of NSPD-66 on Arctic region policyand the subsequent executive order 13547,“Stewardship of the Ocean, Our Coasts, and the Great Lakes.”Due to limited assets above the Arctic Circle, the Coast Guard has at times been forced to rely on third-party responders as it did in July 2007, when a Shell Oil Company helicopter and Canadian Coast Guard cutter assisted a 20-foot skiff near Barrow, Alaska.

### Port key to Coast Guard

#### Port key to establish Coast Guard Presence

**Herron 2012**

Arctic Planning and Infrastructure Investment in Alaska by Rep. Reggie Joule, Rep. Bob Herron Rep. Reggie Joule (D-40) Chair, (L) ANW Com. Rep. Bob Herron (D-38) Chair, (H) EDT Com. Co-Chair, (L) LEC Com. Posted: April 10, 2012 Contact: Christine Hess, 465-4833, Chief of Staff http://housemajority.org/item.php?id=item20120410-528

Forward Base the U.S. Coast Guard in the Arctic **With increased activity in the Arctic, the need to establish a Coast Guard base in the Arctic grows. Currently, the closest Coast Guard base to Arctic waters is** in Kodiak, **more than 1,000 miles from possible** Chukchi Sea **drilling sites. A greater overall Arctic presence by the Coast Guard is necessary, including the ability to stage assets closer to future shipping**, oil and gas drilling, and commercial fishing **activities.** The federal government can begin planning immediately to establish an Arctic base and moving forward on interim measures for search and rescue and oil spill response in the region. **The U. S. Coast Guard's Arctic missions are multifold. The EPA'**s National Contingency Plan **requires the U.S. Coast Guard to oversee oil spill planning and preparedness in coastal waters and to supervise any oil spill response**. With the Coast Guard ramping up its Arctic mission this summer due to Chukchi & Beaufort Sea exploration activities, **the time for an Arctic base is not some distant future date: it is now.** 2. Fund Icebreakers and Other Ice-capable Vessels At present, the United States has only one Polar Class icebreaker in service, the Coast Guard's Healy. A second Polar Class icebreaker, the Polar Star, is not expected to return to service until 2013. Other countries understand the need for more icebreakers: Russia, Canada, Sweden, Finland, and even China, South Korea, and Japan recently added or plan to add icebreakers to their fleets**. The United States Coast Guard Cutter Healy is a medium strength vessel utilized most recently as a platform for scientific research. Its design is less suited to military missions. This** limited number of U.S. icebreakers **presents a major challenge to the Coast Guard mission in Alaska.** Having ice-capable vessels is vital to maintain sovereignty, continue scientific research, and provide emergency and oil spill response. It takes 10 years to design and build a new icebreaker. The federal budget currently includes money to begin this process – we encourage these efforts. 3. Continue the Analysis and Development of Ports and Safe Harbors in the Arctic Region Studies by the U.S. Coast Guard, the U.S. Navy, the Arctic Council, the U.S. Army Corps of Engineers, and the Alaska Department of Transportation and Public Facilities all identify the need to develop ports and harbors in Arctic Alaska. Given the long lead times for such construction, **ports must be among the highest priorities for Arctic infrastructure.** Building on the findings of the 2008 and 2011 state/federal Alaska Regional Ports workshops and the 2011 Arctic Ports Charette Study, **the state of Alaska and the U.S. Army Corps of Engineers should continue analyzing options for deep- and medium-draft port and safe harbor construction in the Alaskan Arctic. It** would be valuable for the state to convene an industry-focused Alaska Arctic Ports Workshop to assess the pros and cons of alternative locations and types of ports, address environmental conditions and engineering approaches, and explore funding alternatives.

### Port key to Coast Guard

#### Key to advance U.S security and functionality

ADMIRAL JAMES A**.** WINNEFELD, JR**.,** U.S. NAVY COMMANDER 2011

[http://www.northcom.mil/Docs/2011%20NORAD%20and%20USNORTHCOM%20Posture%20Statement%20(HASC%20Final).pdf](http://www.northcom.mil/Docs/2011%20NORAD%20and%20USNORTHCOM%20Posture%20Statement%20%28HASC%20Final%29.pdf)

Because these changes involve a complex mosaic of issues, challenges, and opportunities, and because a peaceful Arctic is central to the continued safety and security of the United States, I have elevated the Arctic to the status of a key focus area. We are crafting a Commander’s Estimate on the Arctic for use within DOD, and my commands are examining how we can best support our interagency partners in this region with search and rescue assets, humanitarian assistance, disaster response capabilities, and support to law enforcement. We are also working hand-in-hand with Canada Command as a vital partner to produce a concept of operations regarding how we would partner in the Arctic to ensure our efforts are coordinated and that we pursue complementary rather than redundant capabilities in accordance with our respective national direction. Regarding capabilities, we are maturing our understanding of our gaps in this unique environment. We face shortcomings in all-domain awareness, communications, infrastructure (to include a deepwater port), mobility (to include adequate national icebreaking capability), search and rescue enabling capabilities, Arctic Ocean charting, and the ability to observe and forecast Arctic environmental change. The good news is that cooperation is on the rise in the Arctic, and we must continue that trajectory using the array of mechanisms available to us, such as the Arctic Council, the International Maritime Organization, and the United Nations Convention on the Law of the Sea. I would like to add my voice to those of the Secretary of Defense, Chairman of the Joint Chiefs of Staff, and Chief of Naval Operations in urging the Senate to ratify the latter. Becoming party to the Convention would protect and advance U.S. interests in the Arctic by bolstering our national security, securing U.S. rights over extensive marine areas, and giving the United States a seat at the table when our vital interests are at stake—without abdicating any sovereignty

# AT Disads

## AT Politics

### AT Politics – Already Announced

#### Obama plan already calls for infrastructure spending in the arctic

Kroh, Conothan, and Huvos ‘12

[Emily, Associate Director for Ocean Communications at the Center for American Progress, Michael, s the Director of Ocean Policy at the Center for American Progress, Putting a Freeze on Arctic Ocean Drilling, http://www.americanprogress.org/issues/2012/02/pdf/arcticreport.pdf]

In addition to echoing the deficiencies in science and technology identified in the U.S. Geological Survey report, the Obama administration’s National Ocean Policy Draft Implementation Plan, released in January 2011, specifically cites the need to “improve oil spill prevention, containment, and response infrastructure, plans, and technology for use in ice-covered seas.” 31 The plan also calls for a strategy “to address the significant logistical issues (e.g., housing and feeding personnel, staging and deploying equipment, and managing waste) that would be involved in a large-scale oil spill response in the Arctic during any season.”

### Obama Supports

#### Plan will be unpopular with Obama—he’s looking to reduce the USCG funding

**Helvarg 2012**

SOS from Coast Guard on Obama plan to cut budget David Helvarg Published 04:00 a.m., Friday, February 24, 2012 http://www.sfgate.com/opinion/openforum/article/SOS-from-Coast-Guard-on-Obama-plan-to-cut-budget-3357265.php

The crew of the Alameda-based National Security Cutter Bertholf recently seized $400 million worth of cocaine while on patrol. **As one of the Coast Guard's few modern ships**, the Bertholf **will spend this summer patrolling the Arctic.** Yet President **Obama is looking to reduce Coast Guard funding in 2013 even as rapid climate change and competition for resources in the Arctic has sparked urgent calls to expand the Coast Guard's polar icebreaking fleet - now down to one ship**. (A second, older icebreaker from the 1970s is being retrofitted for use next year.) Unlike the Pentagon-based armed services, whose historically hefty if not bloated budgets will go on a Jenny Craig diet to cut 10 percent over the next decade**, the Coast Guard**, part of the Department of Homeland Security, **will take a 4 percent hit next year alone under the Obama administration's budget plan**. Coast Guard Commandant Adm. Robert Papp, delivering his annual State of the Coast Guard address in Alameda on Thursday, noted that "**the decommissioning of (two) high-endurance cutters and patrol boats and the tightening of staffs in the 2013 budget will reduce our personnel strength by over 1,000 people** (out of an active duty force of 42,000). ... **On our current track line, we will likely see the Coast Guard get smaller."**

#### The plan will be popular with Obama

**Lacey June 27**

Obama Administration’s Plan For Arctic Offshore Drilling Safety: ‘I Believe There’s Not Going To Be An Oil Spill’ By Stephen Lacey on Jun 27, 2012 at 10:16 am http://thinkprogress.org/climate/2012/06/27/506965/obama-administrations-plan-for-arctic-offshore-drilling-safety-i-believe-theres-not-going-to-be-an-oil-spill/?mobile=nc

With virtually no infrastructure available to clean up an oil spill in the sensitive Arctic, the **Obama** Administration **is** still **pushing to get offshore drilling projects developed in the region**. **What’s the messaging strategy from the Administration? Trust Shell.** Talking to reporters about exploration permits for Arctic waters yesterday, Interior Secretary Ken Salazar summed up the Administration’s approach: “I believe there’s not going to be an oil spill.” Really? **Shell has faced more legal prosecutions for safety and environmental transgressions than any other major oil company drilling offshore in the North Sea**. And let’s remember, **the Arctic is a place where the Coast Guard has warned “if [a spill] were to happen … we’d have nothing**. We’re starting from ground zero today.”

### Plan Popular – Coast Guard

#### GOP congress wants more spending on Coast Guard operations

McCarter '12

Mickey, Homeland Security Today, 5-10,

[http://www.hstoday.us/channels/us-coast-guard/single-article-page/congress-poised-to-give-coast-guard-more-money-than-requested-for-fy-2013.html](http://www.hstoday.us/channels/us-coast-guard/single-article-page/congress-poised-to-give-coast-guard-more-money-than-requested-for-fy-2013.html%22%20%5Ct%20%22_blank)

US Coast Guard Commandant Adm. Robert Papp acknowledged his agency's budget proposal for fiscal year (FY) 2013 is far from ideal, but nevertheless expressed optimism that the budget numbers would increase in future years when he appeared at a Senate homeland security appropriations subcommittee Wednesday.  Regardless, Congress appears poised to provide the Coast Guard with more money than the White House requested for next year. House Republicans unveiled a homeland security budget Tuesday evening that would provide the Coast Guard with $10 billion in discretionary funding, an increase of $211.7 million above the president's request and $63 million below last year's level. Sen. Mary Landrieu (D-La.), chairman of the Senate subcommittee, appeared poised to do the

#### Funding for the Coast Guard, especially in the Arctic is uncontroversial

**Bellinson 2012**

Why the U.S. Must Build More Icebreakers Now By Jerry Beilinson February 17, 2012 12:30 PM http://www.popularmechanics.com/technology/engineering/infrastructure/why-the-us-must-build-more-icebreakers-now-6693195

When politicians argue over President Obama’s new 2013 budget proposal, **one thing that should escape criticism is the $8 million to be spent on** designing a new polar-class icebreaker for **the Coast Guard**. The hard part will follow: It will cost nearly $1 billion to actually build the ship, and it’s $1 billion that Congress needs to find. **The United States is the world’s colossus when it comes to every other kind of military hardware**, yet it has just one functioning icebreaker: the medium-strength USCGC Healy, which is primarily used for research. The ship made headlines recently for breaking open a route to the Alaskan town of Nome to aid in the delivery of much-needed fuel. It was a great mission, but it may have left an overly upbeat impression of American capabilities. **The country also owns two heavy-duty icebreakers: One of the aging vessels is being decommissioned, and the other is being refurbished after years of disuse**. That’s not good enough. While it’s encouraging to finally see some progress being made in the current budget proposal, **the problem is far from solved—and the United States has national interests in icy waters.**

same.

### Plan Popular – Coast Guard/Spending Now

#### Support for US Coast Guard includes funding and new bills passed.

Frank LoBiondo, Chairman 6/27/12 http://transportation.house.gov/subcommittees/coastguard.aspx

U.S. Coast Guard Authorization: On November 15, 2011, the House approved H.R. 2838, the Coast Guard and Maritime Transportation Act of 2011, a bill introduced by Subcommittee Chairman Frank LoBiondo and Full Committee Chairman John L. Mica. This is a responsible measure providing the authorities and reforms necessary for the U.S. Coast Guard to effectively carry out its important and diverse missions, including search and rescue, illegal drug and migrant interdiction, oil spill prevention and response, marine safety, maintenance of navigation aids, icebreaking, enforcement of fisheries laws, and maritime defense readiness. The bill includes programmatic reforms to help ensure the service can better utilize resources and more efficiently replace its aging assets. The legislation also includes provisions to implement a uniform, national standard for the discharge of ballast water to replace the current costly and contradictory patchwork of regulations issued by nearly 30 states. Setting a single, reasonable standard will reduce regulatory burdens on businesses, foster job creation in the maritime sector, and improve the flow of commerce. On June 7, 2012, continuing the work it began when the House passed H.R. 2838, the Committee passed H.R. 5887, the Coast Guard and Maritime Transportation Authorization Act of 2012. This bill authorizes the funding for the Coast Guard for fiscal years 2013, 2014 and 2015 at levels that reject the draconian cuts to the Service’s acquisitions program proposed by the Obama Administration. Like H.R. 2838, the bill includes new provisions to ensure parity between the Coast Guard and the other Services and includes needed regulatory relief for small businesses that will protect jobs and encourage growth in the maritime sector. That Senate has not yet taken up either bill. (more information) The Piracy Suppression Act of 2011: H.R. 2839, the Piracy Suppression Act of 2011, was approved by the Committee on September 8, 2011. The bill bolsters the United States’ ability to counter piracy by strengthening existing authorities and providing the federal government with additional options, including increasing the penalty for piracy to include capital punishment. H.R. 2839 was introduced by Subcommittee Chairman LoBiondo and co-sponsored by Full Committee Chairman Mica. Key provisions of this bill are included in the Coast Guard and Maritime Transportation Act of 2011. Maritime Transportation: The Committee supports the development of a national strategic transportation plan that includes a strong maritime transportation component and greater use of coastwise trade. Marine highways represent a cost effective but underutilized mode of transportation, and the Committee will examine ways to encourage the use of short-sea shipping, or shipping between domestic ports in the United States. This concept has the potential to create new maritime industry jobs for Americans. Oil Spill Prevention and Response: The Coast Guard was the first federal agency to respond to the DEEPWATER HORIZON oil spill in the Gulf of Mexico. The service also assumed the role as the Federal On-Scene Coordinator and the National Incident Commander for the spill. The Committee will work to ensure that the nation’s oil spill prevention and response capabilities protect the environment without threatening U.S. jobs. The Committee is also committed to ensuring that future deepwater drilling permits are not rubberstamped and that adequate technologies, more thorough inspections, better oversight and better planning are required for future exploration and drilling activities. We can provide responsible environmental safeguards while continuing to utilize domestic energy resources and ensuring vital energy sector jobs. Recent Coast Guard News

### Plan Popular – CG Caucus

#### The Congressional Coast Guard Caucus would spin the plan as a win

Lawson '05 (Office of Rep. John Barrow)

Hilary, Press Release, April 4

[http://barrow.house.gov/index.php?option=com\_content&task=view&id=258&Itemid=72](http://barrow.house.gov/index.php?option=com_content&task=view&id=258&Itemid=72" \t "_blank)

District Representative John Barrow (D-GA) has signed on to become the newest member of the Congressional Coast Guard Caucus, a bipartisan coalition of nearly 80 members of the U.S. House and Senate who share a common interest in helping support the U.S. Coast Guard's valuable role in protecting our nation's borders, ports, and maritime installations.    "The Congressional Coast Guard Caucus works to help guarantee that the folks in Washington recognize the increasingly vital role of the U.S. Coast Guard," Barrow said.  "Every day the Guard is on the front lines of homeland security, playing a key role in the War on Terror by protecting our nation's ports, shorelines, and borders.  And this coalition is committed to helping make sure the Coast Guard has all the support and resources they need to effectively carry out their mission."

### Plan Popular – Port Securirty

#### Port Security efforts have bipartisan support

Kimery '12, Anthony, Homeland Security Today

[http://www.hstoday.us/briefings/daily-news-briefings/single-article/full-house-to-consider-smart-port-security-act/d129e8fa6784b70e0facf852294bb053.html](http://www.hstoday.us/briefings/daily-news-briefings/single-article/full-house-to-consider-smart-port-security-act/d129e8fa6784b70e0facf852294bb053.html%22%20%5Ct%20%22_blank)

The bipartisan legislation authored by Rep. Candice Miller (R-Mich), Chairwoman of the House subcommittee on border and maritime security,“builds on the work of the 2006 SAFE Port Act to enhance risk-based security measures overseas before the threat reaches our shores,emphasizes a stronger collaborative environment between the Customs and Border Protection (CBP) and the US Coast Guard (USCG) in sharingport security duties and leverages the maritime security work of our trusted allies, while requiring the Department of Homeland Security (DHS) to find cost savings,” Miller’s office said in a statement Monday afternoon.   “The SMART Port Security Act will tangibly enhance the nation’s maritime security,” Miller said, adding, “While much of the discussion about border security is often focused on security threats at the southern and northern borders, both at and between the ports of entry, it is important to remember that we have a vast maritime border that also deserves our attention.”

### Plan Popular – Oil Drilling

#### Oil drilling is popular with republicans

Bray 2010

http://www.altaterra.net/blogpost/349771/99289/Spill-Upsets-Climate-Applecart

Obama’s recent drilling announcement was crafted to draw tri-partisan support toward the pending Energy and Climate bill, currently being fashioned in Congress by Senators Graham (Republican), Kerry (Democrat), and Lieberman (Independent). Clean energy and climate legislation is favored by Democrats. Expanded domestic offshore oil production is popular with Republicans -- and before last week, with a significant majority of the voting public. Drilling was to be a key ‘deal’ element in a comprehensive energy and climate bill, designed to address U.S. energy independence, job creation, and climate change concerns.

#### Republicans perceive oil drilling to build jobs

Natural Resource Committee 2012

2http://naturalresources.house.gov/News/DocumentSingle.aspx?DocumentID=280922

“The American people overwhelmingly support expanding production of our own energy resources. Increased American energy production means more jobs, lower gas prices and less reliance on unstable foreign energy. While the Obama Administration continues to go out of its way to lock up American energy resources, Republicans in the House are moving a bipartisan plan to open more areas for energy production and job creation,” said Natural Resources Committee Chairman Doc Hastings. “As gasoline prices continue to rise to almost double what they were when President Obama took office and Iran continues to strain foreign oil supply, Americans are demanding action. Republicans are responding with this action plan to create jobs and grow the economy through new American energy production. The only question is, will the Democrat controlled Senate and President Obama stand in the way or become part of the solution?”

### Plan Popular – Jobs

#### Job creation is popular with republicans

Los Angeles Times 6/28/12/

http://www.latimes.com/news/politics/la-pn-supreme-courts-healthcare-ruling-derails-gops-jobs-message-20120628,0,2146652.story

“The Supreme Court has spoken. The matter is settled,” said Senate Majority Leader Harry Reid (D-Nev.). “We shouldn't waste time refighting old, old battles. We should focus on creating jobs, improving the economy of the people of this country.”“The public is fatigued with all these partisan fights they just want to keep re-enacting,” said Sen. Charles E. Schumer (D-N.Y.) “We are moving on to focus on jobs and the economy.”

#### Bipartisan support for jobs and manufacturing/infrastructure projects

**NCNOW News,** April 6, **2012**

Rep. Owens backs transportation bill, says road, rail, and bridge projects would create more jobs, http://northcountrynow.com/news/rep-owens-backs-transportation-bill-says-road-rail-and-bridge-projects-would-create-more-jobs-0

“This legislation represents bipartisan support for job growth in construction and manufacturing, and a long-term commitment to American transportation, allowing local and industry leaders to plan for the future,” said Owens. “I have heard consistently from constituents across the region expressing support for a long-term transportation bill that will provide certainty for major projects. This legislation will help move the ball forward on road, rail, bridge and other projects critical to helping the region recover from severe weather, make long needed repairs and create a more attractive for businesses to hire and invest in New York State.”

## AT Spending DA

### Doesn’t Cost Money

#### Pays for Itself

Margaret Kriz Hobson, E&E reporter. Tuesday, January 10, 2012

http://www.eenews.net/public/Greenwire/2012/01/10/1

But in a recent interview, Metzger said he anticipates that due to increased interest in Arctic resource extraction, Alaska could see construction of two port or harbor facilities in the coming years. "A conventional deep-draft harbor would make extraction of minerals more viable," he said. "So you could see a deep-draft harbor tied to mining and an offshore facility off of the North Slope that would be tied to oil and gas development. Because of the economic aspects, these facilities could pay for themselves."

### Benefits Outweigh Cost

#### Estimates say that the plan will cost $1billion, at most, but will stimulate the economy through new businesses and jobs

Margaret Kriz Hobson, E&E reporter. Tuesday, January 10, 2012

http://www.eenews.net/public/Greenwire/2012/01/10/1

"**We're way behind the curve on Arctic infrastructure**," said Alaska Democrat Mark Begich, who chairs the Senate Oceans, Atmosphere, Fisheries and Coast Guard Subcommittee. "**While other nations are recognizing the opportunities -- and responsibilities -- in the changing Arctic, the United States has not.** We've talked about it, studied it and held hearings, but Congress has not committed the resources to actually building it." **Other Arctic nations are charting northern shipping routes that could save time and fuel costs. The nations are also focusing on development of new frontiers for oil, gas and mineral extraction. Canada and Russia are planning new Arctic harbors or are expanding their existing facilities.** Under a joint venture with South Korea, Canada plans to ship liquefied natural gas to the Far East. Now, Alaskan and federal officials are taking a hard look at whether to build at least one deepwater port in the U.S. Arctic. Late last year, Alaska state officials and the Army Corps of Engineers began a three-year, $3 million study to consider where and how to build a marine facility that would cement the United States' role in the Arctic energy and shipping industries. The study will examine potential locations to site floating, man-made ports that could be anchored several miles offshore to serve as terminals for sea-bound traffic or drilling ships. They will also look for shoreline sites that could be dredged and expanded to allow easier access to cargo ships and provide a safe harbor for long-haul tankers and tourist ships. The Army Corps-state study will search state shores from Nunivak Island near Alaska's southwestern coast, along the state's zigzagging western shore line, to the frigid North Slope. A steering committee of business, scientific and government experts, recruited to advise the study team, will begin meeting later this month. By the end of the year, the group hopes to narrow down the list of deepwater port candidates, said Don Fore, a U.S. Army Corps of Engineers-Alaska project manager who is heading the study. **Once a site is selected, the financing, planning, design and construction could take 20 years to complete. Industry officials privately estimate that the cost of the project could climb to $1 billion**. **Alaska officials see the port as an opportunity to attract new business and provide jobs. "The state has requested that we look at deepwater ports essentially for the purpose of extracting minerals**," Fore said. **Commercial interests are already anticipating greater access to the Arctic.** This summer, Royal Dutch Shell PLC hopes to begin sinking exploratory oil wells in Alaska's Chukchi Sea. **Mining firms are considering capitalizing on the massive coal reserves in northwestern Alaska, as well as the copper and rare-earth mineral resources.** More than ever before**, Alaska business leaders are taking a serious look at the business plan for building a deepwater port or harbor along the state's northwest shores,** said James Hemsath, deputy director for project development and asset management at the Alaska Industrial Development and Export Authority, a state financing corporation.

### Infrastructure Spending Now

#### Approved $150 Million Credit Assistance for Presidio Parkway

US department of transportation 6/12 [http://www.fhwa.dot.gov/ipd/tifia/news/#presidio](http://www.fhwa.dot.gov/ipd/tifia/news/%22%20%5Cl%20%22presidio%22%20%5Ct%20%22_blank)

WASHINGTON – **U.S. Transportation Secretary Ray LaHood announced today the approval of $150 million** in credit assistance **to help California build the second phase of the Presidio Parkway, a new 1.6-mile, six-lane roadway that will improve the connection between San Francisco and the Golden Gate Bridge and replace the existing Doyle Drive. The project will improve seismic and traffic safety**. The credit assistance was made possible under the **Department’s Transportation Infrastructure Finance and Innovation Act (TIFIA) program that provides access to capital and helps finance projects that otherwise** might be **delayed**. “Innovative loan programs like this can help us achieve President Obama’s vision of an America built to last,” said Secretary LaHood. “A little TIFIA assistance goes a long way in leveraging additional funding and will help ensure that those who live and work in the North Bay counties can get where they need to go.” Through the TIFIA program, the Department split credit assistance into two loans. One is a short-term loan to be repaid at the end of construction; the second is a long-term loan with repayment over the life of the project. This financing structure allows the overall interest costs to be reduced and brings the repayments within available funding sources. The new parkway will serve as a primary north-south link for commuters who work in San Francisco and will be essential to economic growth. The route will allow local businesses to attract and retain talent from a wider area, improving the region’s competitiveness. The existing Doyle Drive, built in 1936, is now at the end of its useful life with an outdated design and seismic structure. In 2010, Doyle Drive was rated the worst for structural sufficiency of all California roads. **“This project will help promote economic opportunity,” Federal Highway Administrator Victor Mendez said. “It will create jobs now and transform a deteriorated road into one with many benefits for the community for years to come**.” **In addition to the seismic and safety upgrades, the Presidio Parkway will have the unique design features of a true parkway, including a wider landscaped median, safer city streets, and better access for pedestrians. The $150 million loans will go toward the $364.7 million total cost of the project’s second phase, which includes tunnel, roadway, viaduct, interchange and landscaping work. The first phase involves preliminary construction and seismic work and is nearly complete**. The California Department of Transportation (Caltrans) is advancing the project through a public-private partnership with Golden Link Concessionaire, LLC, a private developer Caltrans selected to design, finance and construct the project’s second phase and then operate and maintain the facility for 30 years once finished. An essential component to making the Presidio Parkway a viable project were efforts by the Federal Highway Administration (FHWA) to look more broadly at what project costs might be eligible for federal funding related to availability payments in public-private partnerships (P3s). This interpretation resulted in greater flexibilities for maximizing Federal-aid participation in the project. FHWA expects future P3 projects to utilize this flexibility, significantly increasing opportunities for private investment in delivery of the nation’s infrastructure. The project is scheduled to be completed in 2015.

#### **Obama pouring money into infrastructure budget plan**

Heidi Przybyla and Kathleen Hunter, 2012 (writers, http://www.businessweek.com/news/2012-02-16/obama-budget-doubles-infrastructure-funds-while-cutting-programs.html)

Feb. 13 (Bloomberg) -- President Barack Obama would almost double spending on the U.S. infrastructure over the next six years and would pour $350 billion into a jobs plan while reducing the budgets of most other domestic agencies. The blueprint for the fiscal 2013 budget released today would spend $476 billion through 2018 on highway, bridge and mass transit projects, funded in part by winding down the wars in Iraq and Afghanistan. It would cut some energy programs, farm subsidies and federal workers’ retirement plans, while bulking up the Securities and Exchange Commission and creating a panel to investigate unfair foreign trade practices.

### Funding Shifted

#### With the cancelation of other programs, there is available funding for the plan.

**Bellinson 2012**

Why the U.S. Must Build More Icebreakers Now By Jerry Beilinson February 17, 2012 12:30 PM http://www.popularmechanics.com/technology/engineering/infrastructure/why-the-us-must-build-more-icebreakers-now-6693195

**The defense budget is shrinking, and previous studies have pegged the price of a high-powered icebreaker at $800 million to $1 billion**. However, the Coast Guard’s wish list for icebreakers is a small one, including up to four heavy-duty and two or three medium-duty ships. **Even just one additional heavy-duty icebreaker would make a big difference, which is why it’s important for the project envisioned in the White House’s budget proposal to get rolling**. **The Pentagon saved several billion dollars last year by canceling the Marine’s Expeditionary Fighting Vehicle, an amphibious assault technology. Investing a fraction of the savings in an icebreaker program could double or triple U.S. capabilities**. Similarly, the Navy plans to build dozens of littoral combat ships for operations relatively close to shore: That’s an important program. But as Lawson Brigham, a University of Alaska professor and former icebreaker captain, has pointed out, sacrificing just one or two of those ships could provide the money to roughly double the Coast Guard’s icebreaking muscle. **The Arctic will become steadily more important politically and economically as the 21st century progresses, and the United States is fortunate to be an Arctic nation. It’s time for the country to rebuild its northern seafaring capabilities**.

## AT Oil DA

### Oil prices Low Now

#### Oil prices low now

Bloomsberg  [Matthew Philips](http://www.businessweek.com/authors/3404-matthew-philips) on June 27, 2012

<http://www.businessweek.com/articles/2012-06-27/are-oil-prices-nearing-a-bottom>

The recent decline in the price of oil has been among the swiftest ever. Crude prices have tumbled 22 percent so far this quarter, their steepest slide since the end of 2008, back in the deep, dark days of the financial crisis. Things are bad now for sure, with Europe on the brink and an underwhelming U.S. recovery. But are they Lehman Brothers, Bernie Madoff, AIG bad? Probably not. And there’s growing evidence that oil prices may be approaching a bottom. Both domestic and international crude prices have risen over the past week. Since June 21, domestic West Texas Intermediate is up nearly 2 percent, while the price of international Brent is up 8 percent. That’s right about where they were during the last market bottom in early October. The seven-month buildup in U.S. oil supplies finally appears to be losing steam, after the Department of Energy reported that crude inventories fell 133,000 barrels last week (PDF). That’s not nearly as big a drop as many people expected—a Bloomberg survey forecast a 1.3 million-barrel decline. But it’s a drop nonetheless, and a rare one at that. Since December, U.S. oil inventories have risen 20 percent, yet over the past month the pace has flattened out. At 387 million barrels, the U.S. is still sitting on its highest supply of crude oil since July 1990. The U.S. recovery also got a boost on Tuesday as the Commerce Department reported that May’s durable goods orders were better than expected

#### Oil pricing continue going down

The Washington Times Jonathan Fahey and Paul Wiseman-Associated Press

Wednesday, May 16, 2012

<http://www.washingtontimes.com/news/2012/may/16/lower-oil-prices-good-news-for-motorists-obama/>

A threat that’s been hanging over the economy is starting to look a lot less menacing. Oil and gasoline prices are sinking, giving relief to businesses and consumers who a few weeks ago seemed about to face the highest fuel prices ever. President Obama’s re-election prospects could also benefit, especially if prices keep falling as some analysts expect. A majority of Americans disapproved of Mr. Obama’s handling of gas prices in an AP-GfK poll early this month. But that was before the full effect of the recent drop had reached drivers. The average U.S. retail gasoline price has dropped 21 cents a gallon to $3.73 since hitting a 2012 peak of $3.94 on April 6.

### **Low Prices Good - Economy**

#### Current low oil prices stimulate the economy, ups job growth, and increases consumer confidence (affirmative maintains current oil prices)

The Washington Times Jonathan Fahey and Paul Wiseman-Associated Press

Wednesday, May 16, 2012

<http://www.washingtontimes.com/news/2012/may/16/lower-oil-prices-good-news-for-motorists-obama/>

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#### Low oil prices boost U.S. and global economy

Sharrel Newswire April 2012

<http://www.sharewellnewswire.com/downward-trend-in-oil-prices-good-sign-for-us-economy/>

New York, April 16 (SharewellNewswire.com) - After weeks of upward movement, global oil prices seem to have stabilized in the past few days mainly because of an increase in production in Saudi Arabia and other oil producing countries. If this downward trend continues and if there are no unforeseen snags, pressure on world oil prices will ease and the US economy will get a boost in the coming months. A report from the International Energy Agency revealed Thursday that in the past few weeks, global oil supplies are becoming more abundant even though Iran’s crude is being constrained in the market due to the US and EU sanctions. Despite the likelihood of a 15 percent cut back in Iranian production this year, oil markets are expected to loosen up, as pointed out by a report of the IEA Tuesday. On Friday, crude prices ended at $102.83 per barrel in New York, capping the fifth weekly decline in oil since February. Earlier in the day, oil futures dropped on reports of declining growth in China, the world’s second-largest oil consumer. However, the reprieve in the prices of oil could be short-lived if there is a sudden jolt from the Middle East but if the market stays calm, it would do the US economy a lot of good. Gasoline prices in the US also slid to $3.90 per gallon Friday and analysts predict that they might go down in the summer months.

### Low Prices Good - Economy

#### High oil prices halts the economy growth, the past shows

Dr. Harold Jorg (The Economic Review) 2006

<https://www.allianz.com/static-resources/de/images/saobj_1193254_juli06_e_spezialthema__lpreis-1.pdf>

The development in crude oil prices (almost) always plays an important part in economic debate. As a rule the focus is on the immediate economic impact. Rising crude oil and energy prices, so the argument runs, directly curtail household purchasing power, which in turn hits private consumer spending. In the corporate sector mounting cost burdens and falling sales expectations cause companies to hold back on investment. Both put the brakes on economic growth. This is why strong surges in crude oil prices often lead to downward revisions in economic forecasts for the current and/or following year, depending on when they occur. Longer-term economic effects, however, pass almost without comment – particularly if oil price rises are not perceived as lasting – and are virtually disregarded in economic forecasting.

#### High oil prices puts a damper on the United States’ economy

Praveen Ghanta April 3rd, 2012

<https://www.hiddenlevers.com/2011/arent-high-oil-prices-bad-for-the-economy/>

Conventional wisdom holds that high oil prices (and by extension high gasoline prices) have a dampening effect on the economy. Every penny of marginal oil consumption flows out of the United States to foreign producers, so increased consumption simply sends more dollars overseas. Now contrast this conventional wisdom with the charts above: oil and equity markets have moved in lockstep! As the US economy has improved in the wake of the recession, oil prices have recovered along with markets – if oil is a headwind to recovery, it has thus far been too weak to make its presence felt. The reality is that the economy has been moving both oil prices and equity markets, and not vice-versa. This holds an important lesson for portfolio diversification – just because asset classes are labeled differently doesn’t mean that they necessarily perform differently. Equities and commodities have moved together quite closely over the past three years, and commodities have thus not provided the diversification benefits advertised. When equity markets fall, as during the debt default jitters last summer, oil markets have followed. What’s an asset class that has a strong inverse correlation to the market?

### No Link - Aff Won’t Affect Prices

#### Twenty experts agree, new drilling doesn’t affect oil prices

Jocelyn Fong March 2012

<http://thinkprogress.org/climate/2012/03/22/450136/20-experts-who-say-drilling-wont-lower-gas-prices/?mobile=nc>

In a pretty impressive act of journalism, the Associated Press recently conducted a “statistical analysis of 36 years of monthly, inflation-adjusted gasoline prices and U.S. domestic oil production.” The result: “No statistical correlation between how much oil comes out of U.S. wells and the price at the pump.” It’s neat to see math cut through the talking points and get straight to the truth of the matter — which is that expanding drilling is a fundamentally ineffectual response to gas price spikes. Given that changes in U.S. oil production don’t move gasoline prices, it should be clear that U.S. government policies related to drilling are of even smaller consequence. Indeed, 92 percent of economists surveyed by the Chicago Booth School of Business agreed this week that “changes in U.S. gasoline prices over the past 10 years have predominantly been due to market factors rather than U.S. federal economic or energy policies.” Still not convinced? How about another 20 economists and analysts from across the political spectrum who will tell you the same thing: Ken Green, American Enterprise Institute, “If the U.S. produced more of its own oil, it would probably reduce imports, but it’s not likely that it would reduce prices … We probably cannot produce so much oil to exert downward pressure on prices compared to the world market.” Peter Van Doren and Jerry Taylor, Cato Institute: “Sure, more domestic oil creates the possibility of fewer refined imports tied to the price of Brent crude, but given that the price of Brent sets the price for crude generally, the result would be more profit for domestic crude producers rather than significantly lower gasoline prices for Americans (not that there’s anything wrong with that.)

#### Won’t Raise Oil Prices

NRDC 2000

[National Resources Defense Council, Reducing U.S. Oil Dependence

<http://www.nrdc.org/air/energy/fensec.asp>]

Americans consume 25 percent of the world's produced oil, but our nation holds less than 3 percent of the world's proven oil reserves. The amount of economically recoverable oil in the Arctic Refuge, according to U.S. Geological Survey estimates, would increase world reserves by just 0.3 percent not nearly enough to make a significant dent in our imports or to influence petroleum prices. Over the Arctic Refuge field's 50-year life, it would likely produce less than what our country now consumes in six months, and less than 1 percent of the oil we are projected to consume over those 50 years. Drilling in the refuge would have no effect on our current situation. If we opened the area to oil development today, it would take seven to 10 years for refuge crude to begin arriving at refineries. Nor would refuge oil play a significant role in decades to come. Even at the point of its peak production rate in 2027, it would likely equal less than 2 percent of projected U.S. consumption for that year.

### No Link – Wont Affect Prices

#### Statistics prove- US drilling doesn't affect oil prices

Zelman, Joanna. March 21 2012 "U.S. Oil Drilling May Not Improve Gas Prices, Study Says." *The Huffington Post*. TheHuffingtonPost.com, Web. 28 June 2012. <http://www.huffingtonpost.com/2012/03/21/us-oil-drilling-study\_n\_1369356.html>

That's because **oil is a global commodity and U.S. production has only a tiny influence on supply. Factors far beyond the control of a nation or a president dictate the price of gasoline. When you put the inflation-adjusted price of gas on the same chart as U.S. oil production since 1976, the numbers sometimes go in the same direction, sometimes in opposite directions. If drilling for more oil meant lower prices, the lines on the chart would consistently go in opposite directions. A basic statistical measure of correlation found no link between the two, and outside statistical experts confirmed those calculations.**

#### History proves- US drilling doesn't effect prices

Zelman, Joanna. March 21 2012 "U.S. Oil Drilling May Not Improve Gas Prices, Study Says." *The Huffington Post*. TheHuffingtonPost.com, Web. 28 June 2012. <http://www.huffingtonpost.com/2012/03/21/us-oil-drilling-study\_n\_1369356.html>

**The late 1980s and 1990s show exactly how domestic drilling is not related to gas prices. Seasonally adjusted U.S. oil production dropped steadily from February 1986 until three years ago. But starting in March 1986, inflation-adjusted gas prices fell below the $2-a-gallon mark and stayed there for most of the rest of the 1980s and 1990s. Production between 1986 and 1999 dropped by nearly one-third. If the drill-now theory were correct, prices should have soared. Instead they went down by nearly a dollar.**

### No Link – Wont Effect Prices

#### U.S. oil drilling has zero effect on prices

Zelman, Joanna. March 21 2012 "U.S. Oil Drilling May Not Improve Gas Prices, Study Says." *The Huffington Post*. TheHuffingtonPost.com, Web. 28 June 2012. <http://www.huffingtonpost.com/2012/03/21/us-oil-drilling-study\_n\_1369356.html>

**The AP analysis used Energy Department figures for regular unleaded gas prices adjusted for inflation to 2012 dollars, oil production and oil demand. The figures go back to January 1976, the earliest the Energy Department keeps figures on unleaded gas prices.** Phil Hanser, an economist and statistician at the energy consulting firm The Brattle Group; University of South Carolina statistics professor John Grego; New York University statistics professor Edward Melnick and David Peterson, a retired Duke University statistics professor, looked at the analysis, ran their own calculations, including several complicated formulas, and came to the same conclusion. **When U.S. production goes up, the price of gas "is certainly not going down,"** Melnick said**. "The data does not suggest that whatsoever." The calculations "help make the point that U.S. production and demand have little to do with the price of gasoline in the U.S., and lend support to the notion that there is not a great deal we in the U.S., acting alone, can do to affect the price of gasoline,"** Peterson wrote in an email. He pointed out that **Energy Department figures show that gas prices in the U.S. seem to rise and fall similarly to gas prices in Europe, showing that it has little to do with American drilling**

#### Even with changes in production, US has no effect

Conathan, Michael. 1 Mar. 2012. "More Drilling Won't Lower Gas Prices." *ThinkProgress*. Michael Conathan Is the Director of Ocean Policy at Center for American Progress, Web. 28 June 2012. <http://thinkprogress.org/climate/2012/03/01/435330/more-drilling-wont-lower-gas-prices/?mobile=nc>.

**If increasing oil drilling lowered gas prices, we’d know it already. When President Obama took office in 2009, there were fewer than 400 drilling rigs operating in the United States, a number that dwindled to fewer than 200 by April 2009. Since then,** even as his administration conducted a wholesale review of drilling regulations in the aftermath of the worst offshore oil spill in the nation’s history—the BP Deepwater Horizon oil catastrophe in the Gulf of Mexico—**the number of oil rigs operating in the United States has**[**quadrupled**](http://www.chron.com/business/article/U-S-oil-gusher-blows-out-projections-3341919.php)**. But that massive influx of supply has done nothing to reduce the price we pay to top up our tanks.**

### Link Turn – Plan Increases Prices

#### When US drills for oil, prices increase

Zelman, Joanna. March 21 2012 "U.S. Oil Drilling May Not Improve Gas Prices, Study Says." *The Huffington Post*. TheHuffingtonPost.com, Web. 28 June 2012. <http://www.huffingtonpost.com/2012/03/21/us-oil-drilling-study\_n\_1369356.html>

Political rhetoric about the blame over gas prices and the power to change them – whether Republican claims now or Democrats' charges four years ago – is not supported by cold, hard figures. And that's especially true about oil drilling in the U.S. **More oil production in the United States does not mean consistently lower prices at the pump. Sometimes prices increase as American drilling ramps up. That's what has happened in the past three years. Since February 2009, U.S. oil production has increased 15 percent when seasonally adjusted. Prices in those three years went from $2.07 per gallon to $3.58. It was a case of drilling more and paying much more.**

### AT Russia Oil Impacts

#### Russia diversifying economy away from oil, low oil prices won’t impact

RT News (Global news station) June 22 2012

<http://rt.com/business/news/oil-price-russia-economy-497/>

Russia will benefit from lower oil prices says Jim O’Neill, Chairman for Goldman Sachs Asset Management. This follows news that Russia is to adopt new policies to make its economy less dependent on the price of crude. "I think it will be good for Russia if oil prices go down”, Jim O’Neill told RT at the St. Petersburg International Economic Forum. Russia’s economy has long been heavily dependent on oil exports. Half of the budget revenues come from oil and gas. ”Russia certainly needs to be not so dependent on the drug of rising oil prices. It has to adopt and change to a quarter balance." And Russia seems to be heading in the right direction. President Vladimir Putin told the St. Petersburg Forum it was not enough to rely on an oil price of 115 dollars per barrel to achieve a deficit-free budget. “We need to diversify our economy away from total reliance on oil revenues, and turn to private capital as a source of growth,” he said. “Russia not only needs a deficit-free budget but a budget with a reserve of resilience.” Putin also said that “budget rules will be adopted soon under which "neither state liabilities, nor budgetary expenditure, nor long-term investment programs will depend on oil prices, and excess profits will go to replenish funds.” Analysts say Russia, one of the four BRIC countries, has become a particular surprise this year, Russia seems to be more sheltered from the current global economic crisis than it was during the 2008 and 2009 downturn. Its prospects are brighter than those of many other economies. The country’s economy is expected to grow between 4-5 percent this year -much higher than any developed country. “If it carries on growing at these rates it will contribute more to the world this decade than he whole of Europe,” said Jim O’Neill. Together with the other BRIC nations Russia is ready to tackle the global economic crisis. “Emerging countries, including BRICS should play a bigger role in the world economy,” Russian President Vladimir Putin told the Petersburg International Economic Forum. Brazil, Russia, India, China and South Africa have recently offered their help, pledging to inject $75 billion into the IMF. China has offered $43 billion, while Brazil, Russia, India and Mexico promised $10 billion each. Meanwhile South Africa, Turkey, Colombia, Malaysia, New Zealand and the Philippines also promised smaller sums. The five BRICS nations represent 43 percent of the world’s population and about 18 percent of global economic output. They have about $4 trillion in combined reserves, with the lion’s share held by export powerhouse China. “If I had to rank them then China would be number one, Brazil -two, Russia number three and India four” Jim O’Neill of Goldman Sachs said. “Russia has lots of challenges, so does everybody else.”

#### High oil prices prevent Russia’s progress in policy and economics, while low oil prices make room for meaningful reforms

RTT Global Financial Newswires March 2012

<http://www.rttnews.com/1835939/low-oil-prices-key-to-russia-s-growth-capital-economics.aspx>

Lower oil prices can boost Russia's growth in a meaningful way in the coming years, as the revenue from oil exports has been allowing the government to abstain from engaging in policy reforms, Capital Economics Emerging Markets Economist Liza Ermolenko said Tuesday. The firm estimates that if oil prices drop to around $85 per barrel by the year-end as expected, it would improve Russia's medium term growth outlook. The consequent fall in export revenues may result in the budget deficit widening to 4.5 percent of GDP and the current account balance slipping to a deficit of 1 percent of GDP this year from last year's 5 percent surplus. Under such circumstances, the government would be forced to take up reforms aimed at wider economic growth, Ermolenko wrote. Russia's growth has been hampered during the past decade as benefits of higher oil prices made governments hesitant to engage in political and economic reforms. Such benefits also created an illusion of good government policies, and concealed shortfalls in Russia's growth model and its ailing public finances. In the 1970s, when benefits of a sharp increase in oil prices prevented the government from taking up reforms performance of all sectors other than the oil industry, most importantly agriculture, steadily deteriorated throughout the decade. Ermolenko observed that all major economic reforms in the past took place when oil price was hovering around $30 per barrel, but the government's appetite for reform usually receded when the price rose again. High oil prices have held back any meaningful change in policy and dashed the hopes for a shift to a new investment-led growth model, the economist added.

# AT Counterplans

### AT Icebreakers CP – Don’t Need Them

#### Icebreakers no longer needed for commercial activity

Borgerson, Scott G. "Arctic Meltdown: The Economic and Security Implications of Global Warming." JSTOR. Foreign Affairs, 2008. Web. 25 June 2012. <http://www.jstor.org/stable/10.2307/20032581>.

In order to navigate these opening sea-lanes and transport the Arctic's oil and natural gas, the world's shipyards are already building ice-capable ships. The private sector is investing billions of dollars in a fleet of Arctic tankers**.** In 2005, there were 262 ice-class ships in service worldwide and 234 more on order. The oil and gas markets are driving the development of cutting-edge technology and the construction of new types of ships, such as double-acting tankers, which can steam bow first through open water and then turn around and proceed stern first to smash through ice. These new ships can sail unhindered to the Arctic's burgeoning oil and gas fields without the aid of icebreakers. Such breakthroughs are revolutionizing Arctic shipping and turning what were once commercially unviable projects into booming businesses.

### AT Icebreakers CP – Port First

#### Icebreakers aren’t effective without a port

[Martin Kaste](http://www.npr.org/people/2100722/martin-kaste) August 19, 2011 NPR,,http://www.npr.org/2011/08/19/139681324/in-the-arctic-race-the-u-s-lags-behind

The Coast Guard has told Congress it needs at least three medium and three heavy icebreakers. Global warming means more activity in the Arctic, and more civilian vessels are venturing north into harm's way. In early August, the Obama administration gave a tentative green light to Shell Oil to start drilling for oil in the waters north of Alaska. The U.S. is also in the process of mapping the seafloor north of Alaska, with an eye to claiming more of the continental shelf, and the resources it may contain. The increased activity means the U.S. could face more challenges to its interests in the polar latitudes. Yet the U.S. isn't party to a major treaty that will shape territorial claims in the region. Lisa Murkowski, the Republican senator from Alaska, is a big believer in establishing a more persistent U.S. presence in the Beaufort and Chukchi seas, north of her state. "We are an Arctic nation. And as such, we have responsibilities and obligations in the Arctic," she says. It's not just about icebreakers; she says it's time for a deep-water port on Alaska's north shore. That is an expensive proposition, she admits, but the U.S. has to protect its interests.

#### Need a port now – icebreakers can come later

Rapp ‘11

[December 1, ADMIRAL ROBERT PAPP COMMANDANT, U.S. COAST GUARD ON COAST GUARD OPERATIONS IN THE ARCTIC, PROTECTING U.S. SOVEREIGNTY: COAST GUARD OPERATIONS IN THE ARCTIC]

Surface capability is vital to meet our responsibilities in the region. Although the risk of an incident in ice-covered U.S. waters is currently low, our Nation must plan for ice capable assets in the future that can effectively carry out year-round search and rescue, environmental response and other Arctic operations. In the near term, the Coast Guard can utilize the HEALY, and starting in 2013, POLAR STAR, to manage the response or rely on our foreign Arctic partners that have icebreakers operating in the area.

### AT States CP - Outsourcing

#### The work would be outsourced to China

Barboza, David.26 June 2011 "Bridge Comes to San Francisco With a Made-in-China Label." The New York Times. The New York Times,.Web. 27 June 2012. <http://www.nytimes.com/2011/06/26/business/global/26bridge.html?pagewanted=all>.

At a sprawling manufacturing complex here, hundreds of Chinese laborers are now completing work on the San Francisco-Oakland Bay Bridge.The assembly work in California, and the pouring of the concrete road surface, will be done by Americans. But construction of the bridge decks and the materials that went into them are a Made in China affair. California officials say the state saved hundreds of millions of dollars by turning to China.American steelworker unions have disparaged the Bay Bridge contract by accusing the state of California of sending good jobs overseas and settling for what they deride as poor-quality Chinese steel. Industry groups in the United States and other countries have raised questions about the safety and quality of Chinese workmanship on such projects. Indeed, China has had quality control problems ranging from tainted milk to poorly built schools. California decided not to apply for federal funding for the project because the “Buy America” provisos would probably have required purchasing more expensive steel and fabrication from United States manufacturers**.**

#### Growing infrastructure does not promise jobs for Americans, rather more outsourcing.

ABC news Sept 23, 2011

**http://abcnews.go.com/US/bringing\_america\_back/american-infrastructure-jobs-shipped-china/story?id=14592567#.T-jPmPlLOVo**

Rebuilding America's crumbling infrastructure is a growing priority, with President Obama highlighting construction jobs as part of his $447 billion jobs plan. The president visited the "functionally obsolete" Brent Spence Bridge in Ohio Thursday and called on lawmakers to do their part in fixing America's infrastructure. "Mr. Boehner, Mr. McConnell, help us rebuild this bridge," he said in a speech. "Help us rebuild America. Help us put this country back to work." In New York there is a $400 million renovation project on the Alexander Hamilton Bridge. In California, there is a $7.2 billion project to rebuild the Bay Bridge connecting San Francisco and Oakland. In Alaska, there is a proposal for a $190 million bridge project. These projects sound like steps in the right direction, but much of the work is going to Chinese government-owned firms. "When we subsidize jobs in China, we're not creating any wealth in the United States," said Scott Paul, executive director for the Alliance for American Manufacturing. The renovation of the Alexander Hamilton Bridge in New York is being overseen by China Construction America, a subsidiary of the China State Construction Engineering Corporation. The company uses mostly U.S. labor, but many coveted skill jobs such as engineering and design work are Chinese. The profits will also go overseas. In Alaska, they are set to spend millions on foreign materials for the Tanana River Bridge Crossing and would largely fabricate the bridge overseas. Iron union workers took to the airwaves to express their outrage in seeing jobs go abroad. Bringing America Back Wants You Watch Video Unemployed Man Becomes Entrepreneur Watch Video Fixation: Distracted Anchor Watch Video "This is not the time to send more jobs to China," said the Alaska Iron Workers in a radio advertisement. "Our tax dollars will provide hundreds of jobs there, not at home." U.S. law does requires major infrastructure projects to give American companies preferential treatment under Buy America, but companies can opt out and choose a foreign company if there is a significant cost differential. In the Alaska case, officials contend that even with laws that favor domestic companies, the difference in cost was still too high**.** The state of California rejected federal funding for a major portion of the Bay Bridge in order to go with a Chinese company that offered the lowest bid. The move cost Americans almost 3,000 jobs -- jobs that cost the struggling California economy millions of dollars in wages, taxes and potential consumer spending. "Had we invested that money here in California, it would have had a multiplying effect because it would not only have given thousands of Californians jobs but also the subsequent spending would have been reinvested in our economy," said California assemblyman Luis Alejo.

### AT Alaska CP – No Solvency

#### Currently, there are concerns over the lack of funding dedicated to the port infrastructure in Alaska.

**Schung et all 2011**

Northern Economics, Inc. Planning for Alaska’s Regional Ports and Harbors. Prepared for U.S. Army Corps of Engineers Alaska District and Alaska Department of Transportation and Public Facilities. January 2011. Don Schung PhD, Katharine Wellman PhD, Leah Cuyuno PhD.

**In 2008 the first Alaska Regional Ports Conference convened to discuss issues faced by Alaska’s ports and harbors.** Local, state, and federal **government officials discussed infrastructure and service needs with statewide port and harbor managers**, staff, and users. **The overwhelming mandate from this group was the need for ongoing collaboration, comprehensive planning, and leadership to meet Alaska’s future needs.** To achieve this goal, the U.S. Army Corps of Engineers (USACE) and **Alaska Department of Transportation and Public Facilities** (ADOT&PF) **championed a multi-staged research effort** to lay the groundwork **for developing a statewide port** and harbor **plan.** This report is the summary of that independent research and analysis, and incorporates feedback from the 2010 Regional Ports Conference attendees and conceptual revisions and suggestions made by USACE, ADOT&PF, and the Denali Commission. **Challenges Facing Alaska’s** Marine and Riverine **Infrastructure Port** and harbor **maintenance and development are impeded by several challenges, among them**: x **High construction costs and intense competition for limited statewide funding** x Pressure from global trends in shipping and maritime transportation x **Rural population centers with a lack of existing infrastructure** due largely to geographic and seasonal constraints and small populations and financial bases x Poor communication among stakeholders; poor alignment of agency policies and priorities x **The absence of a long-term marine and riverine transportation plan. Addressing these challenges requires an understanding of** both the **existing transportation network and of the policies that influence the agencies** within the port and harbor realm. The following synopsis and the analyses attached provide this understanding and outline the steps toward development of a statewide port and harbor plan.