Icebreakers Aff - Supplement

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### Solvency Ext

#### (Break up as desired) New icebreakers will only cost $200 million, take a maximum of 4 years to build, require parts and crews from all 48 mainland states, and won’t link to the marine life DA

Hocke 12

Ken, Senior Editor for WorkBoat, “Breaking the Ice,” 5/15, <http://www.workboat.com/newsdetail.aspx?id=13632>

The largest and most advanced vessel ever designed and built by Edison Chouest Offshore was christened recently and should be busy at work in Alaska by July. In March,ECO christened the new $200 million Ice-class A3 anchor-handling tug/supply vessel, the 360'8"×80'×34' Aiviq, at its vessel support facilities in Port Fourchon, La. Shell has chartered the AHTS, whose main mission will be to support offshore development in the Arctic. Pete Slaiby, Shell’s vice president, Alaska, worked at Port Fourchon in the late 1970s, and the growth there has been eye opening. “Thirty-five years ago at Port Fourchon the sum total of our commitment was two double-wide trailers,” he said. Shell is scheduled to begin drilling operations in Alaska’s North Slope this summer, utilizing a fleet of two drilling units and 19 support vessels. “We should be through the Bering Straits by July 1,” said Slaiby. “This is a very big project, $135 million in payroll.” “What you’re standing on today represents hundreds and hundreds of shipyard workers, parts that came from Mississippi, parts that came from Louisiana, parts that came from about 48 of the 50 states, the vendors, the suppliers,” Gary Chouest, president of Galliano, La.-based ECO, said at the vessel’s christening in March. GUT CHECK Built at ECO’s North American Shipbuilding in Larose, La., and LaShip in Houma, La., the Aiviq is one of the most advanced and powerful U.S.-built, non-military icebreakers currently in service. The AHTS was constructed to Polar Code 3 and sports a 29' draft. The idea for the new anchor-handler began about four years ago, “with a drawing on the back of a piece of paper,” Chouest said. “It’s a higher class icebreaker. It’s the largest, most powerful icebreaker.” “This is an absolutely impressive vessel,” said Slaiby. “You hear today of things not being built in America, and, clearly, ECO is proof that that’s not true.” The Aiviq’s capacities include 528,155 gals. of fuel; 10,160 bbls. liquid mud, brine, or recycled oil; 562,684 gals. rig water; 8,840 cu.-ft. dry bulk; and 8,677 gals. glycol. “It’s pretty important to have vessels of these capacities in Alaska,” said Slaiby. “These vessels will have to stay on scene for months at a time. It was important to have all that Jones Act compliance.” Four Caterpillar C280-12 diesel engines, producing 5,444 hp each, provide the vessel’s main propulsion. The Cats connect to twin CP propellers in nozzles, powering the vessel through the water at speeds of 15 knots in open water up to Sea State 3, and 5 knots through one meter (3.28') of ice. “These [engines] power the two CP propellers through a Flender GVLP 1500 twin-in/single-out reduction gear,” said Gary Rook, North American Shipbuilding’s technical director. “So essentially each propeller is powered by two Cat engines. This allows for the vessel to operate in two- or four-engine mode by simply clutching out two of the main propulsion engines.” Each reduction gear is fitted with twin PTO drive shafts. “One powers the pumps for the FiFi Class 2 firefighting system and the other a two megawatt generator to provide additional electric power for the vessel’s thrusters,” said Rook. The Aiviq has three bowthrusters: two 2,000-hp Brunvoll FU100s and one 2,600-hp Rolls-Royce. The AHTS also has two 1,400-hp Brunvoll FU80 LTA sternthrusters. Ship’s service power comes from four Cat 3512C gensets, sparking 1,700 kW of electrical power each and two 2,000 kW shaft generators. There are accommodations for 36 customers and 28 crew. Lifesaving equipment is always important, but even more so on a vessel like this one, which will be operating in remote areas. The equipment list includes two 64-man Arctic-classed enclosed lifeboats with davits, six 25-man inflatable life rafts, one 10-man fast rescue craft with davit, one 15-man daughter craft with davit, and a rescue platform. The vessel also features a heliport suitable for a Sikorsky S92 helicopter on the bow. The Aiviq was scheduled to head to Seattle in late spring, where it will begin towing equipment to Alaska in preparation for Shell’s mid-July start date. “There is no deepwater port in northern Alaska,” said Slaiby. “These vessels will operate out of Dutch Harbor.” The new icebreaker carries ABS classifications that include Maltese Cross A1 (hull), Ice Class A3 (icebreaker), Maltese Cross A1 (towing), Maltese Cross FiFi 2 (firefighting), Maltese Cross DPS-2, Oil Recovery Capability Class 1, and AH Offshore Support Vessel. It is also SOLAS, MARPOL and USCG Subchapter L certified. ENVIRONMENTALLY CONSCIOUS The vessel will operate near where animals that the inhabitants of Alaska’s North Slope hunt for survival migrate each year. Precautions have been taken to ensure that the Aiviq does not disturb the annual migration, beginning with the color of the vessel. Chouest vessels are usually orange in color, but the natives told Shell that the animals in the region are afraid of orange. The new AHTS is blue and white. In addition, there are sound dampeners on the engines, zero emissions, water-lubricated bearings, and a host of other equipment to make the Aiviq as invisible as possible in the Arctic waters. “You only have one chance to do it right in Alaska,” said Slaiby. “Everybody takes our commitment to doing things in an environmentally sound manner very, very seriously.” Slaiby said Shell is serious about leaving any area it develops as it was before exploration began. The company has a plan in effect against oil spills that includes strict procedures to monitor weather and hazardous ice conditions, and the acquisition of rugged, state-of-the-art equipment that can be activated immediately and continue to operate for extended periods in open water and broken ice conditions. Slaiby said the mingling of Alaskans and Louisianans during the construction of the Aiviq has been important. “I think there have been some real benefits to the state of Alaska,” he said. “The licensed crewmen and the training they get in [Louisiana] is the model we’d like to see in Alaska for Shell.” Asked if ECO plans to build more icebreakers like the Aiviq, Chouest grinned and said, “We’re open to any future orders.”

### AT – Solvency Delay

#### Russian Engineering PROVES icebreakers can be built in 2 years.

RT Business 12

(RT Business “Russia to build the world’s biggest icebreaker” July 3, 2012 <http://rt.com/business/news/russia-icebreaker-arctic-ice-293/> accessed on 7/3/12 SA

The world's biggest atomic icebreaker will cost Russia an estimated $1.1 billion, with construction to start in 2013. The mega-ton ship will be capable of breaking 4 meters thick ice to help explore the Arctic shelf. Atomflot – a sister company of Rosatom – will build the ice breaking ship, and hopes to have it ready to sail in 2015. *“This icebreaker will clear the way for other vessels in Russia’s Arctic as well as tag them along the Yenisei and Ob rivers*”, Atomflot told Izvestya newspaper. The new Icebreaker will be granted the highest ice class – 9, meaning the ship will be able to break ice thicker than 4 meters in the Arctic area all year round.

#### Canadian ice-breaker construction proves it won’t take more than 5 years to build

Industrial Marine Power 12

2/6, “Canada: Vancouver Shipyard Builds CCGS Icebreaker,” http://www.industrialmarinepower.com/-3-1844-canada-vancouver-shipyard-builds-ccgs-icebreaker.html

The awarding of this $9.5 million contract formally launches the detailed design effort for the Polar Icebreaker. Expected to take 18-24 months to complete, STX Canada Marine Inc. will, based on the conceptual design produced by the Canadian Coast Guard, advance the design work to the point where a comprehensive design package can be provided to Vancouver Shipyards Co. Ltd. to build the vessel. This contract award is the culmination of a competitive selection process that started in June 2010 with the release of a Letter of Interest to industry. Eight design firms responded to that process. This was followed by an information session in October 2012 to give industry a more thorough appreciation of the intended scope of work and to provide a venue for them to ask questions. The formal Request for Proposal process was released in June 2011, with bidders given three and a half months to prepare their bids. Four bids were evaluated through a fair, open and transparent selection process determined to provide the best value for Canada. Vessel construction will take place at Vancouver Shipyards Co. Ltd., recently announced through the National Shipbuilding Procurement Strategy. Sea trials and delivery of the vessel to the Canadian Coast Guard is anticipated for late 2017.

### Impacts – Science Diplomacy

#### Science Diplomacy solves for food production, climate change, resource shortages, proliferation, and other international conflict.

Federoff 8

(Nina, prof @ Penn State, Science and Tech adviser to sec of state in the Obama Admin. “TESTIMONY BEFORE THE HOUSE SCIENCE SUBCOMMITTEE ON RESEARCH AND SCIENCE EDUCATION” April 2. http://gop.science.house.gov/Media/Hearings/research08/April2/fedoroff.pdf) JM

The welfare and stability of countries and regions in many parts of the globe require a concerted effort by the developed world to address the causal factors that render countries fragile and cause states to fail. Countries that are unable to defend their people against starvation, or fail to provide economic opportunity, are susceptible to extremist ideologies, autocratic rule, and abuses of human rights. As well, the world faces common threats, among them climate change, energy and water shortages, public health emergencies, environmental degradation, poverty, food insecurity, and religious extremism. These threats can undermine the national security of the United States, both directly and indirectly. Many are blind to political boundaries, becoming regional or global threats. The United States has no monopoly on knowledge in a globalizing world and the scientific challenges facing humankind are enormous. Addressing these common challenges demands common solutions and necessitates scientific cooperation, common standards, and common goals. We must increasingly harness the power of American ingenuity in science and technology through strong partnerships with the science community in both academia and the private sector, in the U.S. and abroad among our allies, to advance U.S. interests in foreign policy. There are also important challenges to the ability of states to supply their populations with sufficient food. The still-growing human population, rising affluence in emerging economies, and other factors have combined to create unprecedented pressures on global prices of staples such as edible oils and grains. Encouraging and promoting the use of contemporary molecular techniques in crop improvement is an essential goal for US science diplomacy. An essential part of the war on terrorism is a war of ideas. The creation of economic opportunity can do much more to combat the rise of fanaticism than can any weapon. The war of ideas is a war about rationalism as opposed to irrationalism. Science and technology put us firmly on the side of rationalism by providing ideas and opportunities that improve people’s lives. We may use the recognition and the goodwill that science still generates for the United States to achieve our diplomatic and developmental goals. Additionally, the Department continues to use science as a means to reduce the proliferation of the weapons’ of mass destruction and prevent what has been dubbed ‘brain drain’. Through cooperative threat reduction activities, former weapons scientists redirect their skills to participate in peaceful, collaborative international research in a large variety of scientific fields. In addition, new global efforts focus on improving biological, chemical, and nuclear security by promoting and implementing best scientific practices as a means to enhance security, increase global partnerships, and create sustainability.

### Impacts - Globalization

#### Interdependence prevents war

Mandelbaum 99

Michael, Christian A. Herter Professor of American Foreign Policy, The Paul H. Nitze School of Advanced International Studies, Johns Hopkins University; Director, Project on East-West Relations, Council on Foreign Relations “Is Major War Obsolete?” February 25, 1999

Why is this so? Most simply, the costs have risen and the benefits of major war have shriveled. The costs of fighting such a war are extremely high because of the advent in the middle of this century of nuclear weapons, but they would have been high even had mankind never split the atom. As for the benefits, these now seem, at least from the point of view of the major powers, modest to non-existent. The traditional motives for warfare are in retreat, if not extinct. War is no longer regarded by anyone, probably not even Saddam Hussein after his unhappy experience, as a paying proposition. And as for the ideas on behalf of which major wars have been waged in the past, these are in steep decline. Here the collapse of communism was an important milestone, for that ideology was inherently bellicose. This is not to say that the world has reached the end of ideology; quite the contrary. But the ideology that is now in the ascendant, our own, liberalism, tends to be pacific. Moreover, I would argue that three post-Cold War developments have made major war even less likely than it was after 1945. One of these is the rise of democracy, for democracies, I believe, tend to be peaceful. Now carried to its most extreme conclusion, this eventuates in an argument made by some prominent political scientists that democracies never go to war with one another. I wouldn’t go that far. I don’t believe that this is a law of history, like a law of nature, because I believe there are no such laws of history. But I do believe there is something in it. I believe there is a peaceful tendency inherent in democracy. Now it’s true that one important cause of war has not changed with the end of the Cold War. That is the structure of the international system, which is anarchic. And realists, to whom Fareed has referred and of whom John Mearsheimer and our guest Ken Waltz are perhaps the two most leading exponents in this country and the world at the moment, argue that that structure determines international activity, for it leads sovereign states to have to prepare to defend themselves, and those preparations sooner or later issue in war. I argue, however, that a post-Cold War innovation counteracts the effects of anarchy. This is what I have called in my 1996 book, The Dawn of Peace in Europe, common security. By common security I mean a regime of negotiated arms limits that reduce the insecurity that anarchy inevitably produces by transparency-every state can know what weapons every other state has and what it is doing with them-and through the principle of defense dominance, the reconfiguration through negotiations of military forces to make them more suitable for defense and less for attack. Some caveats are, indeed, in order where common security is concerned. It’s not universal. It exists only in Europe. And there it is certainly not irreversible. And I should add that what I have called common security is not a cause, but a consequence, of the major forces that have made war less likely. States enter into common security arrangements when they have already, for other reasons, decided that they do not wish to go to war. Well, the third feature of the post-Cold War international system that seems to me to lend itself to warlessness is the novel distinction between the periphery and the core, between the powerful states and the less powerful ones. This was previously a cause of conflict and now is far less important. To quote from the article again, “ While for much of recorded history local conflicts were absorbed into great-power conflicts, in the wake of the Cold War, with the industrial democracies debellicised and Russia and China preoccupied with internal affairs, there is no great-power conflict into which the many local conflicts that have erupted can be absorbed. The great chess game of international politics is finished, or at least suspended. A pawn is now just a pawn, not a sentry standing guard against an attack on a king.”

#### Globalization deters military action-

Gholz 2007

(Eugene, Globalization, Systems Integration and the Future of Great Power World, Security Studies, Vol 16 Issue 4)

This different type of globalization might resurrect Angell's argument for a commercial peace. According to Brooks, the new more intense globalization, characterized by complex multinational management and product development strategies, might undermine the gains from conquest more than previous episodes of globalization. So perhaps the contemporary globalization will truly change the incentives of great power leaders who might otherwise have considered military aggression. The argument that the globalization of production undermines the possibility of gains from conquest and therefore undermines the incentive for conquest readily links to liberal international relations theory. Rather than building a case for a particular paradigmatic approach, Brooks reminds us that globalization can also change states' military capabilities, thereby connecting his argument about contemporary globalization to realist theory.8 In particular, he argues that development and production of leading-edge military equipment now depends on global sourcing of components. These links would be vulnerable during a war, perhaps especially during a war of aggression, and without confidence in the reliability of its mobilization base, no great power is likely to risk launching a major war against another.9 The bottom line of Brooks' book is that foreign direct investment changes relationships among great powers in several ways, all of which point to a more peaceful future of great power politics.

### AT – Alaska CP - no surplus

#### Alaska’s economy is dependent on oil- needs prices to be $104 a barrel

Woodham 7-7 Scott Woodham. Alaska Dispatch. July 7, 2012. <http://www.alaskadispatch.com/article/concerned-panicked-about-oil-prices-not-chance>. LY

Alaska is doubly addicted to oil. Essentially all of its economic machinery (planes, trains, trucks, households, places of businesses, and so on) runs on petroleum, and more than 80 percent of its state budgets are paid for by revenue derived directly from oil. So when you kicked off Fiscal Year 2013 on a downslope, fine neck-hairs started rising. Officials say the price of Alaska's crude needs to end this fiscal year at or above a yearly average of $104 per barrel.

#### Oil prices are low and won’t even reach $100 a barrel

LAM 7-6. ERIC LAM, FINANCIAL POST JULY 6, 2012. [http://www.canada.com/business/fp/Hoping+bounce+back+like+last+year+hold+your+breath/6895730/story.html](http://www.canada.com/business/fp/Hoping%2Bbounce%2Bback%2Blike%2Blast%2Byear%2Bhold%2Byour%2Bbreath/6895730/story.html)

The trend in crude oil prices through the first half of this year has hewed very closely to the pattern set in 2011 thanks to many parallels in the global economy. But anybody hoping for oil prices to experience the same bounce back to US$100 a barrel levels seen last year will be left disappointed, new research from TD Economics suggests. Dina Ignjatovic, economist with TD Economics, said oil price movements have been tracking those of a year ago almost dollar-for-dollar, peaking at US$110 through new optimism in the first quarter before plummeting to US$80 a barrel at mid-year thanks to assorted issues including the ongoing eurozone credit crisis, the U.S. economy, and global growth. In the case of 2011, prices ended up rallying back to US$100 a barrel by the end of the year, but the prospect of this happening again for the second year in a row is unlikely, she said. “While one can be mesmerized by the abundance of similarities, there is one important difference between this year and last that could keep prices from rallying back to the US$100 per barrel mark in the near term: the supply-demand dynamics,” she said. Problem is, the rebound last year was fuelled at least in part by an average deficit of 800,000 barrels a day for the year as a whole. This year, that has reversed with an average surplus of 1.9 million barrels a day during the first five months of the year.

#### Low oil prices lead to loss of state surplus –empirics prove

Brander 7-6. TIM BRADNER, ALASKA JOURNAL OF COMMERCE.Jul 6, 2012 <http://www.alaskajournal.com/Alaska-Journal-of-Commerce/July-Issue-2-2012/New-fiscal-year-rings-in-with-oil-prices-dipping/#ixzz1zzHJWClk>. LY

For the state of Alaska, municipalities and school districts around the state, July 1 is the start of a new budget year. It’s a time for reflection, too. Oil prices and state revenues are down. Budgets are rising, pushed by increasing population and rising health and fuel costs. A modest $250 million surplus is projected for Fiscal 2013, the budget year that started July 1. If oil prices stay low, that surplus could vanish. There was a much more hefty surplus, $1.8 billion, in Fiscal Year 2012 that ended June 30. The surplus deposit brings the state’s savings, outside the Permanent Fund, to about $15 billion, which means the state has a big cushion. Still, the underlying numbers are cause for concern. From June 11 to June 28, North Slope oil traded at less than $100 per barrel, reaching a low of $92.44 on June 21. News of a eurozone financial deal sent oil to its fourth-largest gain ever on June 29. Benchmark crude and Alaska North Slope crude each jumped $7 per barrel, with ANS closing at $100.21. Fresh Iran tensions pushed ANS to a close of $130.16 on July 3. The surge could be a sign of a short-term dip, but it could also be part of a longer-term trend. That’s worrisome, because the price needed to cover expenses and balance the budget for Fiscal 2013 is $104.25 per barrel, state budget director Karen Rehfeld said. If prices stay down the state will have to dip into its cash reserves. That’s happened before. In fact, the state ran technical deficits for many years, drawing funds from the Constitutional Budget Reserve, a savings account funded with litigation settlement money. When oil prices and revenues increased the Legislature paid back those draws. What’s different now, however, is that the expected state revenue decline in Fiscal 2013 is due mainly to oil production declines, and not any expected decrease in prices.

### AT – Alaska CP - No shipyard

#### Vigor Shipyards is responsible for ice-breakers – they build them in the continental US

Vigor Industrial, NoDate

“Navy & Coast Guard,” http://vigorindustrial.com/services/navy-coast-guard

Vigor Shipyards is one of the largest providers of U.S. Navy and U.S. Coast Guard repair and modernization services in the nation, yet it's a name many outside our Pacific Northwest region are just now starting to hear. But we're not exactly a top secret. Our companies and our yards have provided leading ship repair, shipbuilding and other maritime services throughout the Pacific Northwest for nearly a century. We're proud of our long history serving the Coast Guard and Navy through companies like Todd Pacific Shipyards in Seattle, which built and maintained Navy vessels from early ships and submarines through the nuclear carriers maintained today as part of Vigor Shipyards. And on our Swan Island site in Portland, the World Ward II-era Kaiser Shipyards assembled T-2 Tankers at the astonishing rate of one vessel every four and a half days. For decades, our shipyards have been primary repair and upgrade centers for the Coast Guard. The eight 378' Hamilton Class High Endurance Cutters, which were overhauled at Harbor Island in the Fleet Renovation and Modernization (FRAM) program in 1985 to 1992, are still serving the Coast today. Those traditions of helping to maintain our nation's global and homeland security fleet continue at Vigor Industrial. Vigor Shipyards teams sustain the Coast Guard's high-latitude capability through multi-year maintenance contracts for the medium icebreaker USCGC HEALY, enabling a dozen or more years of successful Arctic science and logistics operations. We're executing critical maintenance and modernization work on USCGC POLAR STAR to allow America to return heavy icebreaker capacity to the polar regions in early 2013, even as changing climate conditions intensify national security and economic concerns. And we're ready to quickly and efficiently restore America's second heavy icebreaker, USCGC POLAR SEA, to provide continuous and reliable heavy icebreaker capacity for the next decade while new icebreakers are designed and built. We also meet routine and emergent maintenance requirements for the remainder of the U.S. Coast Guard fleet, including National Security Cutters, the legacy high and medium endurance cutters, and the buoy tender fleet. Vigor Shipyards teams maintain up to three of the U.S. Navy's 11 active aircraft carriers at any given time, plus destroyers and other vessels. We work in Seattle, Everett, Bremerton and Portland, with specialists in our Vigor Shipyards subsidiary executing both single-project and multi-ship/multi-option (MSMO) contracts. Vigor Shipyards is one of only three firms in the country that hold such contracts to maintain these major national assets. We also provide critical maintenance for other national security vessels, such as the U.S. Missile Defense Agency's sea-based X-band (SBX) radar platform. We know lives depend on the work we do for the Navy, the Coast Guard and all our other customers. We're proud to serve our part.

### AT – Alaska CP - ANC preference bad

#### ANC preference program is bad for Alaska and economic efficiency

Weigelt 11

November 8, Washington Technology, “Do ANCs deserve their special contracting status?,” http://washingtontechnology.com/Articles/2011/11/07/HOME-PAGE-Acquisition-pros-cons-ANC.aspx?Page=1

The case against the ANC program: \* It short-circuits the procurement process. Although sole-source provisions can help in emergencies, the process can tempt an official to award a contract when it would be better to hold a competition for the work, Allen said. There's no doubt that contracting officers are overworked, and the ANC program can help ease their workload. But, he cautioned, “a program with good intentions can get out of control." \* It undermines efforts to level the playing field. There was a big push for parity in government several years ago. Companies in Historically Underutilized Business Zones used to have first crack at set-aside contracts, but Congress put all small businesses on an equal footing last year. “The theme is parity among other guys,” said Rob Burton, former deputy administrator at the Office of Federal Procurement Policy and now a partner at Venable law firm. But because ANCs don't have to follow the same rules as other small businesses, they have “an incredible deal." Other small-business owners and Federal Computer Week readers have voiced their frustrations. “The ANC advantage is unfair to real 8(a) companies and should be disbanded,” commented one reader from Virginia. \* Its benefits to the native community are questionable. The benefits ANC shareholders receive have come under scrutiny over the years. Sen. Claire McCaskill (D-Mo.), chairwoman of the Homeland Security and Governmental Affairs Committee's Contracting Oversight Subcommittee, has found some problems with the program. In 2009, her subcommittee’s analysis revealed that only about $615 a year in money, scholarships and other benefits go to each member of the Alaska native community. The report also says the ANCs employ a relatively small percentage of shareholders and often send work to outside subcontractors. McCaskill has proposed changes to match other small-business rules. However, Elias said ANCs are already required to report on what they’re doing in their community in the interests of transparency. And Allen said it's a good program that would benefit from oversight by every agency, not just the Small Business Administration.

### AT – Alaska CP - No money to spend

#### Alaska has already delegated its infrastructure funds for the 2013 fiscal year

Office of Sean Parnell 2012 (10h govener of Alaska, http://gov.alaska.gov/parnell/press-room/full-press-release.html?pr=6131)

The capital budget will fund many important transportation and infrastructure projects across the state. More than $1.6 billion was appropriated for highways, aviation, the Alaska Marine Highway, harbors, village safe water, and municipal water and sewer projects. The Roads to Resources initiative was also funded allowing work to continue on a road to Tanana, the Ambler District Road, a road to Umiat, and improvements on the Klondike Industrial Use Highway to Skagway. Another $50 million was set aside in the Vessel Replacement Fund as a down payment on the second new ferry for the Alaska Marine Highway System

#### Alaska has already spent its infrastructure budget for this year

Mary Kauffman 5/15/12 (sitnews reporter Ketchikan, Alaska) Governor Parnell Signs BudgetIncludes Priority Projects for Southeast Alaska, http://www.sitnews.us/0512News/051512/051412\_budget\_signed.html

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#### Alaska can’t solve – Funds already allocated

Woodham 12

Don Young credited with saving Alaska Railroad from 'drastic' cuts Scott Woodham | Jun 28, 2012 <http://www.alaskadispatch.com/article/don-young-credited-saving-alaska-railroad-drastic-cuts>

Working inside a congressional conference committee, Rep. Don Young on Thursday helped secure several funding plums for Alaska totaling nearly $1 billion over the next two years in the massive $120 billion federal transportation spending bill. The conference agreement moves the bill forward, with a final vote expected as early as Friday. The bill contains millions in funding for the Alaska Railroad, Alaska Marine Highway and the Tribal Transportation Program that had been in jeopardy. Young was appointed by House Speaker John Boehner to serve on the conference committee. “My priority from day one as a member of the conference committee has been Alaska,” Young said, according to a press release. “The Senate-passed highway bill hung Alaskans out to dry and would have had drastic implications across the state. Whether we’re talking about vital rail funding in the Interior, ferry funding in Southeast or Tribal Transportation funding in rural Alaska – the Senate-passed bill would have severely impacted Alaska.” Luke Miller, Rep. Young's press secretary, said three key items important to Alaska were restored due to Young's efforts in the conference committee: •The Alaska Railroad will receive $31 million annually in Federal Transit Authority (FTA) funding, roughly $24 million more than the Senate-passed bill provided. •The Alaska Marine Highway will receive an increase in funding because of greater importance to be placed on route miles. Rep. Young was also able to secure guaranteed funding for Alaska’s ferries by ensuring that ferry funding come from the Highway Trust Fund instead of being subject to the annual congressional appropriations process as the Senate-passed bill indicated. •Tribal Transportation funding was preserved for smaller, geographically isolated tribes. Two hundred Alaska tribes stood to lose more than $13.5 million. Through the conference negotiations, Young restored the High Priority Projects (HPP) program at $30 million a year, a program which the Senate bill eliminated. HPP provides an opportunity for small and medium-sized tribes to compete for up to $1 million for projects.

#### Federal Government spending is necessary to handle large projects

Fulton 11

William Fulton, GOVERNING's economic development columnist, is mayor of Ventura, Calif. “Should Government Spend or Invest Money?” Governing Magazine online. November 2011. < http://www.governing.com/columns/eco-engines/should-government-spend-or-invest-money.html>.

Only the federal government is big enough, and has enough control over the money supply, to influence overall consumer behavior in the short term. Even in huge states like California, New York and Texas, government spending isn’t going to fluctuate much from year to year -- and when spending does go up a lot, it’s usually because those states are engaged in long-term capital projects backed by bond issues. In other words, classic investment-style government spending.

#### Alaska can’t allocate funds – shortfall in oil revenue proves

Burke 12

Alaska oil prices trading well below state's expectations Jill Burke | Jun 28, 2012 <http://www.alaskadispatch.com/article/alaska-oil-prices-trading-well-below-states-expectations>

With the 49th state's economic health harnessed to the oil industry, Alaskans are no strangers to wild fiscal rides. But as the state's 2012's books come to a close, the current dip in oil prices is not how Alaska financial experts prefer to start a new year. The new fiscal year begins July 1, and the state is heading into it with oil prices slumping. The oil industry is Alaska's main money-maker. Oil production funds nearly 90 percent of the things that make the state tick: roads, schools, police officers, bridges, ports and more. On Thursday, Alaska North Slope crude sold for $93 per barrel, about $17 less than the average value the state predicted when it built its $7.6 billion spending plan for 2013. 'We're watching it' To get the books to balance 12 months from now, the state will need the oil market to deliver an average price of $104 per barrel, the sweet spot between breaking even and coming up short. "We're watching it," Karen Rehfeld, the state director of Management and Budget, said Thursday when asked if current prices have the state headed for trouble. "The current price heightens the concern that's ever present." Ever-present concerns are a fact of life for any oil-reliant state. Oil prices, the number of barrels produced, and spending levels must align for the state to stay out of the red. Yes, Alaska has healthy savings to rely on in lean times. Yet Alaska budget hawks are loath to dip into it. Their goal is to avoid diminishing the reserves, knowing that days with far less oil will eventually arrive. "It's a huge concern," Rehfeld said. Since late February of 2011, the state has enjoyed oil prices above $100 per barrel, with an occasional bump above the $125-per-barrel mark. In June of this year, oil dipped below $100 a barrel for the first time in more than a year. The drop is largely attributed to global market forces outside the United States. Among them: geopolitical instability in Europe and beyond, a European financial crisis and shifting oil production in the Middle East. There, in the wake of U.S. sanctions that effectively reduced Iran's oil output, Saudi Arabia has put more oil on the market. The key to knowing whether current prices will cause heartburn over Alaska finances is determining how long lower prices will last. Some analysts predict that the downward trend is nearing its end, due in part to the seasonal nature of price fluctuations. The state's budget forecasts are based on averages. Months of lower values can be offset by months of higher ones. In a forecast published two months ago, the state offered a telling example. If a state needed a $50-per-barrel average to break even, and had experienced three months of $75 per barrel prices, it would only need prices for the remaining nine months to hover near $30 per barrel to hit the $50 average, it explained in a footnote. . Simply put, it's too early to know whether Alaska's 2013 budget may need some shaving to offset an unanticipated shortfall. "We certainly would have to take a look at where we are in a few months. It's early and we and we know that number is going to change," Rehfeld said.

### AT – DA – Marine Life

#### More research can solve noise- exactly what aff does

International Maritime Incorporation ‘11

Marine Environment Protection Committee, May 6th 2011, http://libcloud.s3.amazonaws.com/93/1c/9/1143/MEPC\_62-11-6\_Arctic\_shipping\_and\_cetaceans\_WWF\_FOEI\_and\_IFAW.pdf, Arctic Shipping and Cetaceans: Recommendations regarding mitigation measures and the development of the mandatory Polar Code 6/27/12 EW

**Investigate the effects of ship noise** and physical pres- ence, including avoidance behavior **on Arctic marine ani- mals at the individual and population level.** Such **research would contribute to determining** distances at **which animals are disturbed** from ships, the potential for ship strikes **and assessment of the need for mitigation strate- gies if adverse effects are predicted.**

#### Their impacts can be avoided w/ current green tech

International Maritime Incorporation ‘11

Marine Environment Protection Committee, May 6th 2011, http://libcloud.s3.amazonaws.com/93/1c/9/1143/MEPC\_62-11-6\_Arctic\_shipping\_and\_cetaceans\_WWF\_FOEI\_and\_IFAW.pdf, Arctic Shipping and Cetaceans: Recommendations regarding mitigation measures and the development of the mandatory Polar Code 6/27/12 EW

Technology has a role to play in the mitigation of environmental impacts in the Arctic and elsewhere. Many of **the potential impacts from shipping that have been discussed in this assessment can be effectively reduced or eliminated through the use of current or developing technologies, as well as best practices**. Examples include **stack scrubbers that remove harmful substances such as sulfur and black carbon from a ship’s emissions; water treatment systems for sewage, bilge water, ballast water and other discharges; technolo- gies that harness wind or solar power to reduce fuel consumption; or the use of cleaner fuels that emit less harmful substances when burned.**

### AT – K – Coercion

#### Illegitimate resource acquisition justifies redistribution

Will Kymlicka, Professor of Philosophy, University of Toronto, CONTEMPORARY POLITICAL PHILOSOPHY, 1990, p 109.

Because most initial acquisition was in fact illegitimate, Nozick's theory cannot protect existing holdings from redistribution. But we still need to know how acquisition could have arisen legiamately. If we cannot answer that question, then we should not only postpone the implementation of Nozick's principle of transfer until historical titles are ascertained or rectified, we should reject it entirely. If there is no way that people can appropriate unowned resources for themselves without denying other people's claim to equal consideration, then Nozick's right of transfer never starts.

#### Redistribution is not slavery

Will Kymlicka, Professor of Philosophy, University of Toronto CONTEMPORARY POLITICAL PHILOSOPHY, 1990, p. 122-3.

Finally, Nozick might argue that welfare redistribution denies people's dignity, and this dignity is crucial to treating people as equals (e.g. Nozick 1974: 334). Indeed Nozick often writes as if the idea that other people have claims on the fruits of my talents is an assault on my dignity. But this is implausible. One problem is that, Nozick often ties dignity to self-determination, so that it will be liberal regimes, not libertarian ones, which best promote each person's dignity. In any event, dignity is predicated on, or a byproduct of, other moral beliefs. We only feel something to be an attack on our dignity if we are already convinced that it is wrong. Redistribution will feel like an assault on dignity only if we believe it is morally wrong. If we believe instead that redistribution is a required part of treating people as equals, then it will serve to promote, rather than attack, people's sense of equal dignity.

#### Blanket statements about coercion are false, must evaluate coercion on a case by case basis

Stein 98

[Herbert, senior fellow at the American Enterprise Institute and was on the board of contributors of The Wall Street Journal. He was chairman of the Council of Economic Advisers under President Nixon and President Ford. In the 1970s, he was a professor of economics at the University of Virginia, “What I think: Essays on Economics, Politics, and Life”. 1998 P. 7]

Today's concern is mainly about coercion by the state. We have many government regulations today, mainly related to health and the environment, that we did not have fifty years ago. We have fewer regulations about international trade, agriculture, transportation, and banking than we did then. I don't know whether there is more regulation now than there was. More important, it is essential to have some feeling about the coerciveness of government coercion. It is one thing to be prevented from producing an automobile that emits more than a specified amount of carbon dioxide by a regulation enacted pursuant to a democratic legislative process, applied objectively and subject to judicial review. It is quite a different thing to be thrown into the Lubyanka prison and shot for malting a critical remark about the dictator. I agree that much of current government regulation is unnecessary and inefficient. I admire the people who diligently analyze all regulation and point out the follies that they find. They are engaged in the constant tidying up needed for a good society, but they are not carrying on a revolution

#### Policy must be viewed through a consequentialist framework- slipping into the libertarian mindset only recreates the root cause of the affirmative harms

Friedman 97

Political Science at Bernard University**,** (Jefferey, "What's Wrong with Libertarianism," Critical Review, Volume: 3, pg 458-459)

On the one hand, the reclamation of the Enlightenment legacy can lead in far more directions than the political—science path I have suggested. It is surely important to launch anthropological, economic, historical, sociological, and psychological investigations of the preconditions of human happiness. And post-libertarian cultural historians and critics are uniquely positioned to analyze the unstated assumptions that take the place of the requisite knowledge in determining democratic attitudes. A prime candidate would seem to be the overwhelming focus on intentions as markers for the desirability of a policy. If a policy is well intended, this is usually taken to be a decisive consideration in its favor. This heuristic might explain the moralism that observers since Tocqueville have noticed afflicts democratic cultures. To date, this phenomenon is relatively unexplored. Analogous opportunities for insightful postlibertarian research can be found across the spectrum of political behavior. What is nationalism, for example, if not a device that helps an ignorant public navigate the murky waters of politics by applying a simple “us-versus-them” test to any proposed policy? Pursuit of these possibilities, however, must be accompanied by awareness of the degeneration of postwar skepticism into libertarian ideology. If the post-libertarian social scientist yields to the hope of re-establishing through consequentialist research the antigovernment politics that has until now been sustained by libertarian ideology; she will only recreate the conditions that have served to retard serious empirical inquiry. It is fashionable to call for political engagement by scholars and to deny the possibility that one can easily isolate one’s work from one’s political sympathies. But difficulty is no excuse for failing to try. Libertarians have even less of an excuse than most, since, having for so long accused the intellectual mainstream of bias and insulation from refutation, they should understand better than anyone the importance of subverting one’s own natural intellectual complacency with the constant reminder that one might be wrong. The only remedy for the sloppiness that has plagued libertarian scholarship is to become one’s own harshest critic. This means thinking deeply and skeptically about one’s politics and its premises and, if one has libertarian sympathies, directing one’s scholarship not at vindicating them, but at finding out if they are mistaken.

#### Libertarians concede that we should spend public resources to fix problems we are responsible for

Harris 1

Paul, IR lecturer, INTERNATIONAL OBLIGATION AND HUMAN HEALTH: EVOLVING RESPONSES TO AIDS, September

An ethical (and legal) perspective of responsibility for harm says, quite simply, that those responsible for causing harm are responsible for ending and ultimately righting that wrong. Henry Shue has clearly stated the fundamentals of this perspective: “The obligation to restore those whom one has harmed is acknowledged even by those who reject any general obligation to help strangers. This is because one ought even more fundamentally to do no harm in the first place.

### Global Warming > Coercion

#### Global warming is a prisoner’s dilemma and as such requires coercive regulatory regimes to keep everyone in check

Gardiner lecturer in Philosophy @ UCanterbury 2k1 – Stephen, The Real Tragedy of the Commons, Philosophy and Public Affairs 30.4 (2001) 387-416

If my analysis of the inter- and intragenerational problems surrounding global warming are correct, two of Hardin's main claims are right after all. First, strong coercive regulatory regimes may be needed in order to stop overpollution, and so to address the pressing problem suggested by population growth. [70](http://muse.jhu.edu.ezp2.harvard.edu/journals/philosophy_and_public_affairs/v030/30.4gardiner.html%22%20%5Cl%20%22FOOT70#FOOT70) Second, the benign demographic transition hypothesis should be treated with suspicion. Nevertheless, Hardin and I differ in our reasons for making these claims, and this has practical consequences. In the first case, Hardin is not correct about who the primary subjects of coercion should be. For it is people in the rich countries who presently cause most of the pollution I have been concerned with, not those in the poor countries. Hence, while it is true that it would be disastrous for the poor countries to adopt the more energy- and pollution-intensive lifestyles of the West (and, as a result there is reason to prevent this happening), it is also true, and more important, that even without their contribution, the existing patterns of behavior in the West will have serious consequences, and must be stopped. This should be the political priority.

#### Libertarians concede that extinction outweighs

Murray Rothbard**, libertarian**, Dean of Austrian School, Head of Mises Institute, FOR A NEW LIBERTY: THE LIBERTARIAN MANIFESTO, 19**73**, p. <http://www.mises.org/rothbard/newlibertywhole.asp#p263>. accessed 4/20/06.

Many libertarians are uncomfortable with foreign policy matters and prefer to spend their energies either on fundamental questions of libertarian theory or on such "domestic" concerns as the free market or privatizing postal service or garbage disposal. Yet an attack on war or a warlike foreign policy is of crucial importance to libertarians. There are two important reasons. One has become a cliche, but is all too true nevertheless: **the overriding importance of preventing a nuclear holocaust. To all the long-standing reasons, moral and economic, against an interventionist foreign policy has now been added the imminent, ever-present threat of world destruction. If the world should be destroyed, all the other problems and all the other isms—socialism, capitalism, liberalism, or libertarianism—would be of no importance whatsoever**.