Counter Plan Text: The Russian Government should break shipping lanes in their territorial waters relating to the Arctic along with necessary maintenance of said lanes, and offer to break shipping lanes relating to the United States Arctic region for the United States, as well as offer necessary maintenance for said lanes.

Counter Plan solves all of case - empirically proven and Russia will do it.

Carolyn Gramling, 7-6-12 (Science Insider, "NSF Finds an Icebreaker to Reach McMurdo", http://news.sciencemag.org/scienceinsider/2012/07/nsf-finds-an-icebreaker-to-reach.html?ref=hp :)

After 2 months of negotiations, the U.S. National Science Foundation (NSF) has struck a deal with a Russian shipping company to charter a heavy-duty icebreaker to clear a path this winter to the largest U.S. scientific base in the Antarctic. The icebreaker Vladimir Ignatyuk (above), operated by the Murmansk Shipping Company, led the break-in and resupply of McMurdo Station last year after the Swedish government ended a long-standing agreement to lease its icebreaker, the Oden. In May, Murmansk informed NSF that the Ignatyuk would not be available for the 2012-13 season, due to concerns about the ship's ability to operate safely in the Antarctic pack ice. But on 3 July, NSF announced that it had reached an agreement with Murmansk to charter the Ignatyuk for the coming season after all. "The situation for getting into McMurdo station is a very dynamic one," says Kelly Falkner, acting director of NSF's Office of Polar Programs (OPP). "[The ice] goes through cycles." In some years—including the past two—an icebreaker passing through the Ross Sea and into McMurdo Sound encounters primarily "first-year ice," which is less stiff than multiyear ice and easier for icebreakers to clear. But for most of the previous decade, the Ross Sea had been choked with multiyear ice after a giant chunk of the Ross Ice Shelf broke off. The Ignatyuk, although smaller and less powerful than the Oden, is fully capable of handling first-year ice conditions, says Falkner. "But it wouldn't be the ideal choice for a multiyear ice situation." Although the coming year is also looking like a first-year ice scenario, Falkner said the Ignatyuk's operators had expressed concerns about the possibility that a storm might move ice around. To allay those concerns, NSF hopes to locate additional vessels in the region who would be in a position to assist at the time, should the need arise. "Statistically, the need is limited," she says. "It's more of a risk mitigation insurance policy." No U.S. polar icebreakers are currently available to support McMurdo, the logistics hub for U.S. operations on the southern continent. The Polar Star, a heavy-duty icebreaker operated by the U.S. Coast Guard, has been undergoing extensive renovations and is slated to be operational by the 2013-14 season. NSF has been stockpiling fuel at McMurdo, and the station has enough fuel to continue operations, albeit at a reduced level, through February 2014, Falkner says. "We're in reasonable shape," she says. The supply ship arrives at the end of the scientific season, in late January or early February, when there is a minimum of ice, so there is currently plenty of fuel on hand at the station for operations to continue as normal for the 2012-13 season. But the lack of supply would have hampered researchers coming in for the 2013-14 season. "It's not a 1-year problem," Falkner says. NSF was prepared to continue to support time-urgent science using only supply planes, if necessary, she adds. The deal comes as a relief to Antarctic researchers transporting large pieces of scientific equipment to the continent. John Priscu, a microbiologist at Montana State University, Bozeman, is leading an equipment-intense effort to drill into the subglacial Whillans Ice Stream this Antarctic summer. "Much of the WISSARD [Whillans Ice Stream Subglacial Access Research Drilling] drill and associated platforms must be transported from the U.S. to McMurdo this year," Priscu says. Without an icebreaker to clear a path for the cargo ship to haul in the material, Priscu says, "We were worried that we would be monopolizing all heavy-lift aircraft. We estimated that it would take around 20 flights."

Russia has the capabilities - and has control of the Region.

Bloomberg 12 (Carol Wolf and Kasia Klimasinska, “Shell-Led Arctic Push Finds U.S. Shy in Icebreakers: Energy”, 7/18/12, Businessweek, http://www.businessweek.com/news/2012-07-18/shell-led-arctic-push-finds-u-dot-s-dot-shy-in-icebreakers-energy#p2)

Russia has 25 icebreakers, which are being used “to assert sovereign control over the Arctic region and its valuable resources,” according to the Congressional Research Service report. Finland and Sweden have seven icebreakers each and Canada has six, the report says. China has one icebreaker and another under construction.

DA stuf

We'd lose the race to the Arctic - That means only co-opt solves War.

Queenie Wong, 8-5-12 (Staff Writer, "In Arctic 'cold war,' Russia plows ahead", http://www.mcclatchydc.com/2008/08/05/46477/in-arctic-cold-war-russia-plows.html :)

Not only is Russia's fleet more numerous, it's also nuclear-powered and its icebreakers are bigger. The biggest, named 50 Years of Victory, can power through more than 9 feet of solid ice without slowing down. Ice thicker than 6.5 feet reduces the strongest U.S icebreaker, the diesel-powered Polar Sea, to backing up and ramming. The differences give Russia a vastly expanded range through Arctic ice, which covers an area as big as California and Texas combined. And that ice locks up nearly a quarter of the world's undiscovered oil and natural gas, according to the U.S. Geological Survey.

Russia submarines with missle on coast of America didn't cause concern - make them prove that benign icebreakers will.

RIANovosti, 6-8-12 (News Reporting, " Pentagon unconcerned by Russian subs off U.S. Coast", http://en.rian.ru/world/20090806/155741015.html :)

The New York Times reported late on Tuesday that the two submarines had been in the area for several days. The newspaper quoted defense department officials as saying one of the Akula-class vessels remained 320 kilometers (200 miles) off the coast, while the location of the second was not clear. Despite the Russian Navy increased activity in recent years on the world's oceans and participation in foreign exercises, including Venezuela last December, Morrell said the latest report was not unusual and admitted that U.S. submarines also operate off the Russian coast "from time to time." "While it is interesting and noteworthy that they are in this part of the world, it doesn't pose any threat and it doesn't cause any concern," Morrell said.

Russia willing to cooperate in Arctic issues and are benign now.

David Pugliese, 6-25-12 (News Analysis, http://www.windsorstar.com/news/Russia+Arctic+moves+pose+threat/6834574/story.html :)

The DND analysis points out that most known oil reserves in the region are within the 200-mile limits of countries such as Russia and Canada. The DND analysis also noted Russia's recent agreement with Norway on maritime borders in the Arctic as further evidence of "a willingness by Moscow to act in a cooperative manner on Arctic issues."

Russia is peaceful in the Arctic - meeting barriers.

Sarah Johnstone, 2-24-12 (Staff Writer, http://iissvoicesblog.wordpress.com/2012/02/24/the-arctic-race-for-cooperation/ :)

But the maritime Arctic was governed by an international regime – the UN Convention on the Law of the Sea (UNCLOS) – and the Arctic Council had increased the emphasis on peaceful collaboration since it was founded in 1996. The Russians were enthusiastic council participants, Bildt said, and other countries were jockeying to become observers to the process. The increasing retreat of Arctic ice in summer has worried climate scientists, but it could also open hitherto impassable sea channels. The Northwest Passage, through the Canadian Arctic and the Bering Strait between Alaska and Siberia, became temporarily ice-free for the first time in 2007. The Northern Sea Route skirting Russia’s northern coast and down the Japanese coastline into the Pacific Ocean would cut one-third of the distance to travel between Europe and Asia. However, ‘it ain’t that easy’, Bildt warned. Huge computer-navigated container ships would not be able to traverse Arctic waters. International negotiations were needed to resolve safety, traffic and insurance issues. ‘The first legally binding agreement, on search and rescue, was signed last year.’ Bildt was relatively optimistic that resources competition would not lead to conflict, because of: the primacy of UNCLOS; the concentration of Arctic oil and gas in continental-shelf areas where there were no jurisdictional disputes; and the fact that oil and gas were often transported out of the region by ship, reducing the likelihood of pipeline disputes. ‘I find it difficult to see that there would be any development that would take us back to the situation of the past,’ Bildt said, pointing out that since the resolution of a Russian/Norwegian boundary dispute the biggest jurisdictional conflict was between Canada and the US. Environmental pollution was a bigger concern, and he hoped to see an oil-spill prevention agreement concluded in 2013 before the end of Sweden’s Arctic Council presidency.

New models say artic will be ice free in the decade

Richard Black, Environment correspondent, BBC News, 7 April 2011, http://www.bbc.co.uk/news/science-environment-13002706

Now they are working with a new computer model - compiled partly in response to those criticisms - that produces a "best guess" date of 2016. Their work was unveiled at the European Geosciences Union (EGU) annual meeting. The new model is designed to replicate real-world interactions, or "couplings", between the Arctic ocean, the atmosphere, the sea ice and rivers carrying freshwater into the sea. "In the past... we were just extrapolating into the future assuming that trends might persist as we've seen in recent times," said Dr Maslowski, who works at Naval Postgraduate School in Monterey, California. "Now we're trying to be more systematic, and we've developed a regional Arctic climate model that's very similar to the global climate models participating in Intergovernmental Panel on Climate Change (IPCC) assessments," he told BBC News. "We can run a fully coupled model for the past and present and see what our model will predict for the future in terms of the sea ice and the Arctic climate." And one of the projections it comes out with is that the summer melt could lead to ice-free Arctic seas by 2016 - "plus or minus three years". It does not make predictions about the Greenland ice cap.

Northwest passage open

Mayer 07 (Chris, editor of *Mayer's Special Situations and Capital and Crisis,* veteran of the banking industry; “Northwest Passage Reopens Shipping Routes With Global Economic Impact.” 10/10/07. <http://www.dailyreckoning.com.au/northwest-passage/2007/10/10/>.)

#### The Arctic thaw’s more immediate and bigger impact will be as a shipping lane. Since Aug. 21, the Northwest Passage has been open to navigation and free of ice for the first time. “Analysts… confirm that the passage is almost completely clear and that the region is more open than it has ever been since the advent of routine monitoring in 1972,” reports the U.S. National Snow and Ice Data Center. The fabled passage through the Arctic Ocean connects the Pacific and Atlantic oceans along the northern coast of North America. To pass through here from China on your way to Europe is about 5,000 miles shorter than going through the Panama or Suez canals. As the Financial Times observes, “A ship traveling at 21 knots between Rotterdam and Yokohama takes 29 days if it goes via the Cape of Good Hope, 22 days via the Suez Canal and just 15 days if it goes across the Arctic Ocean.” An oil tanker could make the trip from the Russian port city of Murmansk to the east coast of Canada in a week by crossing the Arctic Ocean. That is about half the time it takes to get an oil tanker from Abu Dhabi to Galveston, Texas. In the early 1900s, it took the famed Norwegian explorer Roald Amundsen and his team nearly two years to pick their way through the ice and narrow waterways. Now the Northwest Passage could revolutionize shipping. More than 90% of all goods in the world, measured by tonnage, make their way by sea. And as I’ve noted in the past, the rapid surge in trade with China and India is putting a lot of strain on ports around the world. In recent years, the volume of container shipments has grown 5-7% annually - basically, doubling every 10-15 years. The ships carrying those containers are getting bigger, and the old canals can’t hold these new seafaring beasts of burden as they once did. The Suez Canal can still handle the largest current container ships, but not the next generation. The Panama Canal is even smaller. It’s too small for ships that are now common on longer shipping routes. Panama plans to deepen its channels and make them wider. But even so, the new Panama Canal won’t be able to service the next generation of ships. So it looks like the world will have a new navigable ocean with the Northwest Passage. The effects on trade could be immense. Much shorter shipping distances and quicker shipping times will lower the cost of doing business. It could lead to big increases in trade and, certainly, a major shift in sea lanes. A freer-flowing Arctic Ocean would also bring fish stocks north - with fishing fleets not far behind. It could mean a new boom in fishing for salmon, cod, herring and smelt. It could also mean that sleepy old ports could become important new hubs in international trade. As the Financial Times recently wrote, “Leading world powers have an unprecedented chance to win navigation rights and ownership of resources in the Arctic seabed untouched since its emergence during the twilight of the dinosaurs.” The U.S. alone could lay claim to more than 200,000 square miles of additional undersea territory. The specific investment implications of this are still too early to say. But the cracking open of new trade routes or reopening of old ones - and their impact on global trade - always has ripple effects across financial markets. As for the Arctic, the Northwest Passage has got to be one of the most important new developments on that front in a long time.

Trading is inevitable.

Pope 2000 (Carl, Director of Sierra Club; “IFGers Respond: Is Globalization Inevitable?” >2000. http://www.ifg.org/inevitable.html.)

At the IFG's recent teach-ins in New York and Washington, D.C., as well as in press interviews, a recurring theme has been that opposition to economic globalization may be quixotic. Common wisdom holds that we are already in a global economy, as witnessed by the reach of CNN, the scale of Shell, IBM, Mitsubishi, and many other corporate operations, the increasingly uniform buying and behavior patterns of citizens in Asia, Africa, Europe, and the United States, not to mention the ramifications of the Internet. It is argued that to stand in opposition to such trends is to deny reality. Europeans are so often told by their leaders that "there is no alternative" that they have begun using the acronym TINA to describe the mindset. Truly, there is no denying that economic globalization is advancing rapidly, but most IFGers consider that to accept this advance without resistance is what will finally confirm its inevitability. Presumably, great changes in democratic societies are only augmented after public debate over their consequences. But in the case of economic globalization, secrecy was emphasized, not debate. By such means as "fast track" voting procedures in the United States, and the suppression of the actual trade agreement texts from media, the public and even the legislators who voted on them, democratic debate was surely denied. In some other countries, the situation was even more extreme—no parliamentary votes, merely approval by fiat. But critical questions must still be discussed and settled, such as these: Who gains and who loses? Who works and who does not, and at what level of survivability? Is the process environmentally sustainable? (It is not.) Where will the resources come from to feed the exponential growth of development that is basic to the process? Do we really want to sacrifice community, regional, and national sovereignties for global corporate governance from Geneva? (The headquarters of the World Trade Organization.) How can people's livelihoods be protected—whether workers or farmers or even middle managers? Can a system governed from the global center ever satisfy the needs of real people where they live? In fact, was a global economy ever intended for such purposes, or only for the needs of global corporations? Is this whole line of development a good idea?

Panama Canal expansion fills in

(David Hendricks 5/14/12 http://www.mysanantonio.com/business/article/Panama-Canal-widening-to-have-global-ripple-effect-3557737.php#ixzz22xqOEEy5)

The deepening and widening of the Panama Canal will have a ripple effect on shipping throughout the world, but what happens in Texas depends on the various ports, officials said Monday. When larger ships start routinely crossing the canal in 2015, long-haul container ship routes will change because they will be able to make more all-water deliveries, said Rodolfo Sabonge, the canal's vice president for market research and analysis. He was in San Antonio as a keynote speaker for a conference of the Federation of Freight Forwarders, Logistics Operators and Cargo Agents of Latin America. Ultimately, the canal's influence in reducing costs for consumers will expand because of the widening project, Sabonge said. “With the larger vessels, we are looking at lower costs for importers in San Antonio, like H-E-B,” said Jorge Canavati, Port San Antonio's business development vice president. “The bottom line is better costs.” The efficiencies will come because freight from Asia can move to Texas entirely on water instead of through a combination of ships, rail and trucks. The canal's deepening and widening will allow the passage of container ships carrying 12,600 typical-sized containers, and perhaps as many as 14,500, — up from the previous limit of 4,800, Sabonge said. The canal's enlargement will be completed in 2014, after a recent six-month construction delay. But with another six months needed for testing and to train personnel, the port will open the canal to the larger ships on a routine basis in early 2015, Sabonge told about 175 members of the organizations, which goes by the name ALACAT. In addition to new routes for seafaring cargo ships, the canal's larger capacities will result in new rail lines and roads for ports taking deliveries from the larger ships, new shipping rates and an increase in transshipments, in which cargos of the larger ships will be divided onto smaller ships for delivery to ports not able to accommodate the largest container ships, Sabonge said.

Shifting Ice and fog make artic shipping not feasible

(Craig Medred 6/21/11, Staff Writer, http://www.alaskadispatch.com/article/arctic-strait-gibraltar-unlikely)

"Time always matters," Carmel said, "but predictability these days is more important." Shippers can't afford to be knocked off schedule by shifting ice or fog in the Arctic, he said, and both are potential problems. Shipping lanes in the region are opening, but there is still a lot of ice even in the summer. "When we say 'ice free,' we mean no ice," Carmel said. The "ice-free Arctic" of today, unfortunately, still has ice. It's broken ice much of the time. It moves around in chunks, at the whim of Nature's winds and tides. But it's ice. Sometimes regular ships can manuever through it. Sometimes they needed icebreakers. Sometimes the ice becomes problematic for all shipping, especially north of Canada. Carmel said Maersk doesn't envision a time when the fabled Northwest Passage around the top of North America will be reliably open to shipping. Too much ice, he said, bunches up in a key strait on the Atlantic Ocean side. "It's not going to happen," Carmel said.

#### Arctic ports are enough for deterrence – DoD agrees.

**DOD 11**(Report to congress on arctic operations and the northwest passage, 5/11/11, DOD)

In summary, with the low potential for armed conflict in the region in the foreseeable future, the existing defense infrastructure (e.g., bases, ports, and airfields) is adequate to meet near- to mid-term U.S. national security needs. Therefore, DoD does not currently anticipate a need for the construction of additional bases or a deep draft port in Alaska between now and 2020. Given the long lead times for basing infrastructure in the region, DoD will periodically re-evaluate this assessment as activity in the region gradually increases and the CCDRs review and update their regional plans as the security environment evolves

#### Long-term effects of oil spills are minor

**Gillis and Kaufman 10** (Justin Gillis and Leslie Kaufman, Environmentalists and Contributors, After Oil Spills, Hidden Damage Can Last for Years, 7/17/10, New York Times)

Every oil spill is different, but the thread that unites these disparate scenes is a growing scientific awareness of the persistent damage that spills can do — and of just how long oil can linger in the environment, hidden in out-of-the-way spots. At the same time, scientists who have worked to survey and counteract the damage from spills say the picture in the gulf is far from hopeless. “Thoughts that this is going to kill the Gulf of Mexico are just wild overreactions,” said Jeffrey W. Short, a scientist who led some of the most important research after the Exxon Valdez spill and now works for an environmental advocacy group called [Oceana](http://na.oceana.org/). “It’s going to go away, the oil is. It’s not going to last forever.” But how long will it last? Only 20 years ago, the conventional wisdom was that oil spills did almost all their damage in the first weeks, as fresh oil loaded with toxic substances hit wildlife and marsh grasses, washed onto beaches and killed fish and turtles in the deep sea. But disasters like the Valdez in 1989, the Ixtoc 1 in Mexico in 1979, the Amoco Cadiz in France in 1978 and two Cape Cod spills, including the Bouchard 65 barge in 1974 — all studied over decades with the improved techniques of modern chemistry and biology — have allowed scientists to paint a more complex portrait of what happens after a spill. It is still clear that the bulk of the damage happens quickly, and that nature then begins to recuperate. After a few years, a casual observer visiting a hard-hit location might see nothing amiss. Birds and fish are likely to have rebounded, and the oil will seem to be gone. But often, as Dr. Short and his team found in Alaska, some of it has merely gone underground, hiding in pockets where it can still do low-level damage to wildlife over many years.