# Port Security Aff Supplement

Table of Contents

[Port Security Aff Suppliment 1](#_Toc329118829)

[2ac Blocks 2](#_Toc329118830)

[Tiger 2ac 3](#_Toc329118831)

[Spending 2ac 5](#_Toc329118832)

[Politics 2ac 6](#_Toc329118833)

[Case Ext 12](#_Toc329118834)

[A/T plan takes 20 years 13](#_Toc329118835)

[Nuclear Terrorism Ext 14](#_Toc329118836)

[Heg Ext 15](#_Toc329118837)

[Dredging Ext 19](#_Toc329118838)

[A/T Ban dredging CP 21](#_Toc329118839)

[Politics Answers 22](#_Toc329118840)

[Non-Unique 23](#_Toc329118841)

[Link Turn 24](#_Toc329118842)

[A/T Iran Strikes- Internal Link 26](#_Toc329118843)

[T Ans 30](#_Toc329118844)

[T Ans- Transp Inf 31](#_Toc329118845)

[Neg 32](#_Toc329118846)

[Dredging Ans 33](#_Toc329118847)

[Iran Strikes Ext 34](#_Toc329118848)

## 2ac Blocks

### Tiger 2ac

#### 1. Non-Unique: Congress passed a $105 billion highway bill on Friday

Hall 7/2 (Terri; San Antonio Transportation Policy Examiner, “Congress passes new federal highway bill,” 7/2/12, <http://www.examiner.com/article/congress-passes-new-federal-highway-bill>, FAK)

Up against another short-term highway bill extension deadline Friday, Congress finally passed a two-year $105 billion highway bill called MAP-21, which stands for Moving Ahead for Progress in the 21st Century. Except that Congress’ view of ‘progress’ usually means good news for special interests, and bad news for taxpayers -- Congress didn’t disappoint. The bill removed the Bingaman Amendment that would have added protection for taxpayers by removing a financial incentive for states to sell-off their highways to private entities in public private partnerships that charge Americans 75 cents or more per mile to access our public roads. It also removed the approval of the Keystone Pipeline from the bill. MAP-21 increases the TIFIA loan program from $100 million/year to $1 billion/year. TIFIA loans go almost exclusively to toll roads. So it’s a form of taxpayer subsidy to toll projects that cannot pay for themselves by the toll users alone -- in other words, it’s a way to build ill-conceived toll projects that aren’t toll viable by putting taxpayers on the hook for the losses. It also means the private sector gets a lower interest rate so it lowers the financing costs to the private toll entities.

#### 2. The House just overwhelmingly passed a port security bill

**GSN 6/29** (Government Security News, 2012-06-29,Congresswoman Hahn’s port security bill passes the House, <http://www.gsnmagazine.com/node/26671?c=maritime_port_security>,)

Rep. Janice Hahn’s port security legislation passed the U.S. House of Representatives by a vote of 411 to 9.  H.R. 4005 “Gauging American Port Security Act” or GAPS Act directs DHS to conduct a comprehensive classified examination of remaining gaps in port security and prepare a plan to address them.

#### 3. No Impact: their Fiscal Times 6-24 evidence indicates that the TIGER Grants have had their funding taken away before yet the disadvantage’s impact did not occur.

#### 4. No Internal Link: their Fiscal Times 6-24 evidence states that TIGER Grants are mass transit and high-speed rail only—there is ZERO evidence that TIGER would fund offshore ports

#### 5. TIGER funds for ports are insufficient and should not be at the expense of port security

Bridges 10/26/2011

[Jerry A. Bridges, Chairman of the Board of the American Association of Port Authorities and Executive Director of the Virginia Port Authority, Testimony before the United States House of Respresentatives Transportation and Infrastructure Committee, Hearing: “The Economic Importance of Seaports: Is the United States prepared for 21st trade realities?” <http://www.gpo.gov/fdsys/pkg/CHRG-112hhrg70928/pdf/CHRG-112hhrg70928.pdf>

**So, are we ready? I am not sure**. The ports are planning for the future, but **the Federal Government has, unfortunately, not kept pace.** The Federal Government has a unique constitutional responsibility to maintain and improve infrastructure that enables the flow of commerce, and much of that **infrastructure in and around seaports have been neglected for too long**. Many of our land and water connections are insufficient and outdated, affecting the port’s ability to move cargo efficiently. This diminishes U.S. business, hurts U.S. workers, and impairs our national economy.

So, what must we do? **The Federal Government must make funding of dredging a higher priority. Number two, Congress must pass a surface transportation bill with more funding for ports, freight, and land-side infrastructure, including TIGER programs. And Congress must not cut or eliminate port security grant programs, environmental programs that benefit ports**.

#### 6. TIGER Grant projects ineffective and don’t help the economy—St. Michael’s proves

**O’ Reilly 12** (Joseph; Senior Writer, “Tiger Grants: Road Work Ahead?” January 2012, <http://www.inboundlogistics.com/cms/article/tiger-grants-road-work-ahead/>, FAK)

The DOT's perspective on transportation investment and development has been well-publicized. To a certain degree, its emphasis on sustainable transport solutions is laudable in a much larger world where anything goes. But the tenor of TIGER decisions and distributions thus far has been largely anti-utilitarian—for the benefit of the greater good. In TIGER II, the DOT committed $127.2 million to 17 projects considered rural—though how it defines "rural" remains elusive. In this latest go-round, $146.6 million was allocated to 20 rural grantees. And, as another concession, TIGER grants were awarded to four Indian reservations. Beyond that, the DOT's judgments demonstrate that mitigating inequities between rural and urban investment is more important than balancing freight and passenger transport needs—and that projects may not be evaluated on their individual merits, but rather within the framework of pre-determined conditions. The DOT, for example, gifted $1 million to the far western native community of St. Michael's, Alaska, formerly a Russian trading post and currently a subsistence village, so it can improve four miles of local roads and enhance pedestrian accessibility over environmentally sensitive wetlands. In fairness to the DOT, the total project cost is $8.6 million, so the federal contribution is a drop in the bucket, and the lowest of all TIGER III allocations. In fact, the majority of rural awards fall below the $10-million threshold. Still, St. Michael's is a remote location with fewer than 400 inhabitants, and only served by air and water. There is no peripheral benefit. Investment is entirely localized. In the context of the DOT's overarching evaluation criteria—job creation, economic stimulus, and long-term impact—it's hard to divine how this project meets those expectations.

#### 7. TIGER Grants only affect state or local communities—no national effect would or be perceived. This proves that the disadvantage cannot solve for the national economy.

#### 8. TIGER cannot access enough projects to solve for its impacts due to underfunding

**Berman 6-25.** (Jeff, Group News Editor. “DOT doles out about $500 million in TIGER funding.” June 25, 2012. <http://www.logisticsmgmt.com/article/dot_doles_out_about_500_million_in_tiger_funding/> ps)

And as has been the case with previous rounds of funding, TIGER grant levels has typically exceeded the level of available funding, with applications for TIGER 2012 grants at $10.2 billion well above the available $500 million the program has available. DOT officials said it received 703 applications for TIGER grants.

### Spending 2ac

#### 1. The House just overwhelmingly passed a port security bill

**GSN 6/29** (Government Security News, 2012-06-29,Congresswoman Hahn’s port security bill passes the House, <http://www.gsnmagazine.com/node/26671?c=maritime_port_security>,)

Rep. Janice Hahn’s port security legislation passed the U.S. House of Representatives by a vote of 411 to 9.  H.R. 4005 “Gauging American Port Security Act” or GAPS Act directs DHS to conduct a comprehensive classified examination of remaining gaps in port security and prepare a plan to address them.

#### 2. The USFG already spends $3 billion on ineffective port security programs

**The Committee on International Trade**, 200**8**, (THE RAMIFICATIONS OF THE PORT SECURITY LEGISLATION ON TRADE AND NATIONAL SECURITY, The Record of The Association of The Bar of the City of New York, Lexis)

While the Government currently spends $ 3 billion on port security, more needs to be budgeted for personnel, training and scanning equipment, given the yearly increases in container traffic. [n46](http://www.lexisnexis.com.mutex.gmu.edu/lnacui2api/frame.do?reloadEntirePage=true&rand=1340995105750&returnToKey=20_T15030902748&parent=docview&target=results_DocumentContent&tokenKey=rsh-20.979595.2649712804" \l "n46) Currently, a system called the Automated Targeting System ("ATS") is used to screen and assess cargo containers before the containers are loaded onto ships. [n47](http://www.lexisnexis.com.mutex.gmu.edu/lnacui2api/frame.do?reloadEntirePage=true&rand=1340995105750&returnToKey=20_T15030902748&parent=docview&target=results_DocumentContent&tokenKey=rsh-20.979595.2649712804" \l "n47) If more detailed commercial data were submitted to the ATS, higher quality risk assessments of cargo would be facilitated before the containers even left the dock. In a related measure, security clearance procedures for port security officers could be enhanced by requiring officers to successfully complete a background check and qualify for a Transportation Worker Identification Credential (TWIC).

#### 3. Cross Apply Hillyard- the plan is the most fiscally responsible approach to port security. You should prefer our offshore port specific evidence because it is comparative with status quo security measures.

#### 4. Cross Apply Glauser- current security measures are bankrupting the country and are the root cause of excessive spending. Plan implements creative security solutions that solve this threat and save money.

#### 5. Empirically Denied: we had a major economic decline in 2008, but there was no WWIII. Proves that their impact has low probability.

#### 6. We solve the terminal impact- a terrorist attack on a port would destroy the economy by disrupting trade. That’s Rugy

#### 7. No Link: plan pays for itself fully through tariffs and increased economic activity. That’s Wampler

#### 8. (Insert Econ Add-On)

### Politics 2ac

#### Non-unique- highway bill should trigger the link

Thorp 6/29 [NBC's Frank “Congress sends student loan and transportation package to Obama”]

Updated 2:12 p.m. - Congress ended months of partisan bickering on Friday by passing and sending to President Barack Obama a comprehensive extension of highway and infrastructure projects**,** along with a one-year extension of low student loan rates that were set to double. The House voted 373 to 52 to approve a $120 billion, 27-month bill to fund highway projects. Attached to that bill was the student loan extension, which prevented rates from doubling from 3.4 percent to 6.8 percent on July 1. The Senate approved the package shortly thereafter in a 74-19 vote. The legislation now heads to the White House for the president's signature.

#### No link- External economic events- like Europe- will outweigh the effects of the plan.

Rupert Cornwell, July 1, 2012, The Independent, Rupert Cornwell: You have to feel sorry for the hostage in the White House; Out of America: Both at home and abroad, Barack Obama is finding that his fate is in the hands of others, Lexis

First and foremost, though, **the election will be decided by the economy, and here too the President is a hostage to events. If the recovery continues, Obama will probably win a second term. But if growth peters out, and the next three or four months produce more dismal unemployment figures, then all bets are off**.

An**d the fate of the US economy depends in good part on what happens in Europe**. The President and his Treasury Secretary, Timothy Geithner, can issue exhortations to eurozone policy-makers until the cows come home. But exhort is all they can do. Like the rest of us, Obama must wait, and hope that Friday's bank rescue deal at the Brussels summit does the trick.

#### Their evidence is only speculative about actions EPA could take to reduce emissions. No evidence indicates they actually will take these steps.

#### Non-unique and link turn- Port security bill just passed this week and was massively popular

**Mickey McCarter 07/02/2012**[“Aviation, Port Security Bills Enjoy Bipartisan Support from House Lawmakers”][http://www.hstoday.us/briefings/today-s-news-analysis/single-article/aviation-port-security-bills-enjoy-bipartisan-support-from-house lawmakers/8774d00b80793d7b125324dc9dad3510.html](http://www.hstoday.us/briefings/today-s-news-analysis/single-article/aviation-port-security-bills-enjoy-bipartisan-support-from-house%20%20lawmakers/8774d00b80793d7b125324dc9dad3510.html)

**Democrats applauded last week the passage by the House of several homeland security bills designed to strengthen aviation and port security.** **The bills**, including the Aviation Security Stakeholder Participation Act (HR 1447), the Securing Maritime Activities through Risk–based Targeting **(SMART)** for **Port Security Act** (HR 4251) and the Gauging American Port Security **(GAPS) Act** (HR 4005) **enjoyed bipartisan support.** None of the bills has companion legislation in the Senate but all three moved there for consideration. The Senate could take up the bills or they could become included in a conference for the homeland security appropriations bill for fiscal year 2013. Rep. Bennie Thompson (D-Miss.), ranking member of the House Homeland Security Committee, pointed out that Democrats on his committee sponsored to two of the bills and had significant input on the third. Thompson himself introduced the Aviation Security Stakeholder Participation Act, which would authorize the Aviation Security Advisory Committee (ASAC) to provide feedback on policies and procedures at the Transportation Security Administration (TSA). The ASAC would be made up of travel industry stakeholders that are impacted by TSA regulations. Under the bill, the administrator of TSA would appoint ASAC members and set up working groups for air cargo, general aviation and perimeter security**. The SMART Port Security Act, introduced by Rep. Candice Miller (R-Mich.), would improve coordination between US Customs and Border Protection and the US Coast Guard,** as previously reported by Homeland Security Today**. The bill also would provide relief to port workers who face the prospect of having to renew their** Transportation Worker Identification Credential **(TWIC) cards in October 2012**. Thompson pressed for that provision, given that the Coast Guard has not yet set up readers for the TWIC cards, which essentially have been reduced to regular identification cards despite the promise of their biometric verification capabilities. The cost of a TWIC card, $132.50, for another five-year period would be unreasonably burdensome on port workers who cannot take advantage of all of its security features, Thompson argued. "Changes to the TWIC program could affect offsetting receipts and subsequent direct spending; therefore, pay-as-you-go procedures apply," the Congressional Budget Office said of Thompson's provision in a report on June 11. Finally, the GAPS Act would require the Department of Homeland Security to examine gaps in port security and report to Congress with a plan to address those gaps. **Rep. Janice Hahn (D-Calif.), who sponsored the bill, hailed its passage, 411-9**, Thursday. In a statement, Hahn said, "The loopholes that continue to exist in port security keep me up at night. My first question as a member of the Homeland Security Committee was to Lee Hamilton, vice chair of the 9/11 Commission, on what Congress should be doing to protect our ports. Mr. Hamilton's response that Congress wasn't focused enough on our ports meant we needed to act. "US ports receive roughly 50,000 calls from ships annually, with 2 billion tons of freight and 134 million passengers, Hahn reported. The contribution of this cargo to the US economy is staggeringly significant, but only 3 percent or less of cargo undergoes scanning. That low amount opens up opportunities for terrorists to smuggle people or weapons into the United States, she argued. A terrorist attack on the Port of Los Angeles/Long Beach would cost billions to the economy of California and displace thousands of port workers, Hahn warned. Geraldine Knatz, executive director of the Port of Los Angeles, praised the GAPS Act as an effort to prevent such a catastrophe. "It's a tribute to both the importance of the issue and Representative Hahn's tenacity that Congress passed her legislation a mere four months after she introduced the bill," Knatz said in a statement. "Trade gateways, like the Port of Los Angeles, are critical pieces of our nation's economic infrastructure. Keeping these gateways safe is a national priority." Thompson also welcomed passage of all three bills Thursday. "As all of us have a stake in securing our nation, my Aviation Security Advisory Committee bill will ensure that the stakeholders who are expected to comply with the policies and procedures developed by TSA have a seat at the table. Then we can be confident that TSA policies are both effective from a security standpoint and address the economic and commercial realities of our nation's airports," Thompson said in a statement. "The SMART Port Act is rooted in not only the improvements to the TWIC program but also what it seeks to do to improve coordination and cooperation between DHS' maritime components and strengthen procurement practices. This bill is the result of bipartisan efforts to strengthen the security of America's ports and waterways and ensure the Department of Homeland Security's maritime security efforts are as effective and efficient as practicable," Thompson added. "Enactment of the GAPS Act will help ensure that our limited security resources can be targeted to those threats that put our ports at greatest risk. Our nation's ports are as diverse as the people they serve and the importance of this infrastructure to the global supply chain cannot be overstated," he concluded.

#### Other issues thump the link – even if the plan is unpopular – other controversies will inevitably come up between now and November

**Non unique- Romney is winning in polls
Muja 6-25-12** (Sahit, NY Economy and Politics Examiner, “US election 2012: Romney leads Obama by 5 percent,” http://www.examiner.com/article/us-election-2012-romney-leads-obama-by-5-percent)

Sahit Muja: **The Rasmussen Reports daily Presidenti, al Tracking Poll for Sunday shows Mitt Romney attracting 48% of the vote, while President Obama earns 43%. Five percent (5%) prefer some other candidate, and three percent (3%) are undecided. Romney’s support includes 41% who are certain they will vote for him and seven percent (7%) who are likely to vote for him but could still change their minds. For Obama, those numbers are 35% certain and eight percent (8%) likely.** Maybe President Obama could take his summer vacation in Greece this year. He could use it as a "trip to the future" experience for what's awaiting the U.S. and a reality check that even the obviously socialist parties in Europe understand that the right stimulus is less government, lower taxes and less burden on the business community.President Obama and Democrats seem to live in fairy land where there is always somebody else who will work to pay for their projects.The non-taxpayers Obama's supporters fail to understand that you have to work for what you get. Socialism - works great until you run out of other people's money.The hallmarks of President Obama's government spending are waste, waste, and more waste.Governor Romney's strength derives from his solid experience in understanding free enterprise and having the vision to help businesses succeed and therefore create jobs.Governor Romney's economic formula is exactly what can stabilize businesses and help them feel confident to invest and create jobs. Mitt Romney will rebuild the foundations of the American economy on the principles of free enterprise, hard work, and innovation.Mitt Romney seeks to reduce taxes, spending, regulation, and government programs. It seeks to increase trade, energy production, human capital, and labor flexibility. It relinquishes power to the states instead of claiming to have the solution to every problem.Mitt Romney is calling for a fundamental change in Washington’s view of how economic growth and prosperity are achieved, how jobs are created, and how government can support these endeavors. It is at once a deeply conservative return to policies that have served our nation well and a highly ambitious departure from the policies of our current leadership. In short, it is a plan to get America back to work.

#### The healthcare ruling will mobilize Republicans, giving Romney the election

Nick O'Malley, June 30, 2012, As liberals celebrate court win, conservatives eye poll boost;
US HEALTH CARE ACT, Sydney Morning Herald, Lexis

Although the President's win was nearly total, Republicans clearly believe it could win them the election given how unpopular the individual mandate has been throughout debate.

Shortly after 9pm on Thursday night, Mr Romney's campaign announced it had raised more than $US3.2 million in 26,000 donations.

**Romney is out fundraising Obama- will determine the election
Vogel and Phillip 6-21-12** (Kenneth and Abby, Politico, “Mitt Romney winning mega-donor war,” http://www.politico.com/news/stories/0612/77680.html#ixzz1yq6Z5yQZ)

Romney surged past President Barack Obama in May fundraising on the shoulders of big donors — an advantage the Republican nominee seems likely to sustain through November. **Romney and his super PAC allies and party team raised about $86 million in May, compared with roughly $65 million raised by Obama and his allies, according to campaign finance reports filed Wednesday.** And Romney’s not stopping there; his team is gearing up for an elaborate display of donor schmoozing this weekend, inviting 100 supporters who have raised $100,000 or more to spend the weekend at a tony Utah ski resort with the former Massachusetts governor, his top campaign staff and GOP dignitaries such as Karl Rove and a host of prospective running mates, including Tim Pawlenty, Rob Portman, Paul Ryan and Bobby Jindal. **Obama’s trying to keep up. While the president likes to cast his campaign as small-donor-powered, Wednesday’s reports show that his allies are mounting their own big-money push, landing a trio of new million-dollar donors to a supportive super PAC and raising bigger checks into a campaign committee they quietly restructured to allow larger donations. Taken together, the reports, filed with the Federal Election Commission, paint a picture of a Romney fundraising network built for the new big-money age that appears well positioned to challenge an Obama operation that in some ways is still struggling to adapt.** “It’s easier to raise money in big chunks if there are people who are willing to give it that way, then it is to mobilize thousands of people to give $20 each,” said Bob Biersack, a leading campaign finance tracker who recently joined the Center for Responsive Politics after decades at the FEC.

#### Plan will be spun as job creation- means there will be no opposition and will win over voters

Roberta Rampton and Thomas Ferraro, 6/29/12, Congress poised to wrap up transport, loans, flood bill, (Reuters staff writer) http://www.chicagotribune.com/news/politics/sns-rt-us-usa-transportation-housebre85s16k-20120629,0,7743359.story

**A bipartisan bill to fund a massive job-creating transportation bill,** retain low interest rates for millions of student loans, and maintain national flood insurance **won approval on Friday in the U.S. House of Representatives.

On a vote of 373-52, the House sent the measure to the Senate** for anticipated concurrence later in the day, which would clear the way for President Barack Obama to sign it into law.

**Both Democrats and Republicans embraced the measure, largely because it would create or save about three million jobs, a key issue in the November 6 elections since voters' top concern is the struggling U.S. economy.**

#### Funding Transportation Infrastructure is popular and can determine elections – our evidence assumes likely voters – prefer it.

**HNTB ‘12**

National highway survey polled a random nationwide sample of 1,024 Americans April 2-10, 2012. It was conducted by Kelton Research. Quotas were set to ensure reliable and accurate representation of the total U.S. population ages 18 and over. The margin of error is +/- 3.1 percent. HNTB Corporation is an employee-owned infrastructure firm serving public and private owners and contractors. With nearly a century of service, HNTB understands the life cycle of infrastructure and solves clients’ most complex technical, financial and operational challenges. “Americans value highways and bridges as a national treasure” – May 18th – http://www.hntb.com/news-room/news-release/americans-value-highways-and-bridges-as-a-national-treasure

A new survey from HNTB Corporation finds two-thirds (66 percent) of Americans who intend to vote during this year's presidential election feel that a candidate's standing on American transportation infrastructure will influence their decision; more than one in five (22 percent) say this will be extremely influential on who they vote for. "Our highways, bridges and other transportation infrastructure are essential assets that support growth and investment in the U.S. economy," said Pete Rahn, HNTB leader national transportation practice. "People expect them to be resilient, reliable and safe." Clearly, Americans hold the nation's infrastructure in high regard. Nearly nine in ten (89 percent) Americans feel it’s important for the federal government to fund the maintenance and improvements of interstate highways. Yet, this infrastructure isn’t receiving the fiscal attention it deserves. Congress recently approved the ninth extension of transportation legislation that originally expired in 2009. The Highway Trust Fund – due to inflation, rising construction costs and increasingly fuel efficient vehicles – no longer collects enough money to support the U.S. surface transportation system, remaining solvent only through a series of infusions from federal general revenue funds. More than half of Americans (57 percent) believe the nation’s infrastructure is underfunded. The uncertainty over a long-term bill also is a challenge for state departments of transportation, which rely heavily on federal funding to support major highway and bridge programs, and creates ambiguity for planners and contractors who need the certainty of a long-term bill to commit to large, complex multiyear projects. "The absence of a long-term bill is hurting our economic competitiveness," said Rahn. "Recent efforts by the House and Senate to move discussions into a conference committee and hammer out potential details of a bill are a step in the right direction, but what’s really needed is a stable, long-term authorization that can adequately pay for our transportation system." Overall, 4 in 5 (80 percent) Americans would rather increase funding and improve roads and bridges than continue current funding levels and risk allowing our roads and bridges deteriorate.

#### No internal link – Regulations don’t solve China and India emissions:

James **Taylor, 3/28/2012** (“The EPA Triples Down On 'None of the Above' Energy Policy,”

<http://www.forbes.com/sites/jamestaylor/2012/03/28/the-epa-triples-down-on-none-of-the-above-energy-policy/>)

U.S. carbon dioxide emissions have fallen since the beginning of the century, and the U.S. Energy Information Administration does not anticipate any appreciable rise in emissions for at least the next several decades. True, **global emissions have risen by approximately one-third this century, but the United States has had no part in that global increase.** The reason why global carbon dioxide emissions continue to rise is **nations such as China and India continue to ramp up their industrialization. China, for example, emits more carbon dioxide than the entire Western Hemisphere** and is increasing its carbon dioxide emissions by an average of 10 percent per year. Even if the United States theoretically eliminated all of its emissions today, such action would be rendered moot in less than a decade merely by the corresponding increase from China.

#### The Aff solves the terminal impact- Plan is key to offshore wind which is necessary to solve warming.

#### Elections not key to EPA regulations- their evidence indicates that congress will try to roll back EPA regulations regardless of election outcome. It also indicates EPA is mandated to act on emissions by the Supreme Court

## Case Ext

### A/T plan takes 20 years

#### 1. That ev doesn’t assume fiat or increased federal investment. It is a fascinating description of the status quo.

#### 2. This means there is no risk of offense- waiting 20 years is too late to S for terrorism and we will have wasted billions of dollars on ineffective programs but means there is no uniqueness for Disads.

### Nuclear Terrorism Ext

#### US is reducing nuclear terror defenses- terrorist wil have easier access to materials

KENNETH N. LUONGO and KENNETH C. BRILL., July 23, 2011, The New York Times, From Budget Cuts to Dirty Bombs, (President of the Partnership for Global Security, was senior adviser for nonproliferation policy to the secretary of energy from 1994 to 1997. Kenneth C. Brill, president of the Fund for Peace, was the ambassador to the International Atomic Energy Agency from 2001 to 2004.) Lexis.

**THE House of Representatives has decided that countering the threat of nuclear terrorism no longer deserves America's best efforts. Last week, it passed an energy** and water **budget bill that slashes the country's defenses against nuclear terrorism** -- **a threat both parties have long recognized as one of the most serious facing America**. The Senate has the opportunity to reverse that mistake. If it does not, **over a decade of nuclear security gains could evaporate.**

This is the second time in six months that lawmakers have voted to cut funding for programs to prevent nuclear terrorism. **Such programs have removed several tons of plutonium and highly enriched uranium from countries that might otherwise be unable to prevent those nuclear materials from falling into the hands of terrorists, made more than 1,000 buildings housing dangerous fissile and radioactive materials across the world more secure and strengthened security at many foreign ports and border crossings**.

#### Recent budget cuts make it easier for Al Qaeda to get nuclear devices and decrease detection efforts at overseas ports.

KENNETH N. LUONGO and KENNETH C. BRILL., July 23, 2011, The New York Times, From Budget Cuts to Dirty Bombs, (President of the Partnership for Global Security, was senior adviser for nonproliferation policy to the secretary of energy from 1994 to 1997. Kenneth C. Brill, president of the Fund for Peace, was the ambassador to the International Atomic Energy Agency from 2001 to 2004.) Lexis.

In addition to domestic cuts, **the House slashed funds for efforts to convert nuclear reactors across the world that run on bomb-grade, highly enriched uranium so that they use a less dangerous type of fuel. It is generally believed that only 88 to 130 pounds of highly enriched uranium are needed to create a crude nuclear device, and authoritative studies show that a terrorist group could build a bomb if it obtained such an amount. Indeed, Al Qaeda has publicly expressed an interest in building and using a nuclear device against America. The latest cut would delay the conversion of 126 reactors worldwide, many at locations with a record of inadequate security.** Two of those reactors are in the United States.

Finally, **programs aimed at preventing nuclear smuggling were cut by nearly 30 percent, directly limiting America's ability to expand detection of nuclear materials at key overseas ports**.

### Heg Ext

#### Ports provide the military with critical equipment and movement – key to power projection

US Maritime Administration 2012

[National Port Gateway And Freight Corridor Strategy, [http://www.google.com/url?sa=t&rct=j&q=military%20depends%20on%20seaports%20united%20states&source=web&cd=36&ved=0CF0QFjAFOB4&url=http%3A%2F%2Fwww.nrf.com%2Fmodules.php%3Fname%3DDocuments%26op%3Dviewlive%26sp\_id%3D1487&ei=MxHiT5\_tCaL00gHA5aneAw&usg=AFQjCNEexX8NjDq\_e0sCr19rOeX0X3c3Og&sig2=6JlpObxFV0UCzA5p9ds7Rg](http://www.google.com/url?sa=t&rct=j&q=military%20depends%20on%20seaports%20united%20states&source=web&cd=36&ved=0CF0QFjAFOB4&url=http%3A%2F%2Fwww.nrf.com%2Fmodules.php%3Fname%3DDocuments%26op%3Dviewlive%26sp_id%3D1487&ei=MxHiT5_tCaL00gHA5aneAw&usg=AFQjCNE)]

The transportation network that serves our economy also serves our national defense. The movement of military and related traffic essential to our national security relies heavily on our commercial transportation system. This is particularly true for the sustainment of large or longterm operations. Ports that move commercial and consumer goods also move military equipment and supplies that enable the United States to project its power anywhere in the world. Both in short-term surge operations and long-term deployments, the ports must be able to handle the military’s needs while continuing to serve the commercial sector in the increasingly global economy. Robust intermodal connectivity is necessary to support the flow of global commerce and the deployment of military forces. Only focused, sustained attention to the needs of both business and our military will allow for the creation of a truly seamless, integrated intermodal freight transportation system.

#### Accessible ports are key to military deployments and readiness – the military depends on the use of ships to transport equipment, containers, aircraft and vehicles

US Maritime Administration 2012

[National Port Gateway And Freight Corridor Strategy]

The Department of Defense, in partnership with the Maritime Administration, has designated 15 commercial ports as Strategic Seaports. The 15 commercial Strategic Ports are geographically dispersed along the Nation’s coasts. (See appendix \_\_ for a list of the ports) Each of these strategic ports has individual capabilities that provide the Department of Defense with the port facilities and services that are critical in maintaining the military’s operational flexibility while ensuring sufficient redundancy exists to meet a wide range of possible national security missions and timelines. Recent history also proves that these same capabilities and commitment to preparedness can also be applied to domestic emergency relief activities after a natural disaster. Military operational deployments require the large-scale use of Roll-on/Roll-off (RO/RO) ships, which are capable of carrying a combination of aircraft, wheeled and tracked vehicles, oversize equipment, and containers. As demonstrated during Operating Iraqi Freedom (OIF), loading of combat units requires substantial staging areas for vehicles and aircraft, adequate port rail infrastructure, and port labor that is skilled in handling non-containerized military equipment. Therefore, the effectiveness of military cargo operations at the ports is directly tied to the mobility planning process and the availability of staging areas and rail infrastructure for sequencing such equipment arriving from the military installations. U.S. ports will continue to expand their operations to meet the forecasted growth in commercial containerized freight. If ports reduce the area available for non-containerized cargo, facilities needed to support the unique military cargo handling requirements will become scarcer and this may reduce the ability of U.S. ports to facilitate future military unit deployments. The logistical backbone for deployment of American forces and materiel, from the “fort to foxhole,” relies on the commercial intermodal freight transportation system. This vital military cargo is overlaid on the transportation system, which is already stressed by carrying commercial freight with demanding delivery schedules. Virtually all CONUS based military contingency cargoes are deployed through U.S. commercial seaports, with the exception of ammunition and other specialized or dangerous cargoes. Whereas commercial cargo and peacetime military cargo are primarily containerized, OIF military cargo is based on moving an entire military unit’s needs (force package) and contains wheeled vehicles, tanks, and other materiel. Military surge and sustainment freight also differs in volume and needed configuration. This surge deployment of OIF cargo puts unique pressure on staging areas and requires the use of other labor skills to load the cargo.

#### Port efficiency is key to military deployments – they are the delivery mechanism during national contingency plans

Global Security 2012

[National Port Readiness Network, [http://www.globalsecurity.org/military/agency/dot/nprn.htm]jap](http://www.globalsecurity.org/military/agency/dot/nprn.htm%5Djap)

Strategic ports are U.S. ports designated to support major force deployments during the initial surge period under one or more national defense contingency plans. They are selected based on their proximity to deploying units, transportation links to those units, and port characteristics. Strategic ports also include primary military ammunition ports (Military Ocean Terminal Sunny Point NC, Concord Naval Weapons Station CA, and Port Hadlock WA) whose operations would impact unit deployments due to their proximity to other strategic ports and the nature of their activities during deployment.

The National Port Readiness Network promotes the readiness of three continental U.S. military and 13 commercial strategic seaports to support deployment of military surge and sustainment cargo. These **ports and waterways must continue to provide the critical infrastructure and services needed to ensure rapid, secure, and effective military mobilization. These strategic resources include deep-draft harbor channels, modern port facilities, and an extensive network of intermodal links**.

#### Ports are critical to military readiness – provides over 90 percent of US fighting capabilities

DHS 2012

[Department of Homeland Security, US Coast Guard, MARITIME SAFETY AND SECURITY TEAM (MSST) 91114, [http://uscg.mil/lantarea/msst91114/]jap](http://uscg.mil/lantarea/msst91114/%5Djap)

In the United States there are 95,000 miles of coastline, 3.5 million square miles of excusive economic zone and 361 ports of varying characteristics that are integral to our Nation’s commerce. United States seaports conduct over 95 per cent of U.S. overseas trade. Over the next 20 years, the total volume of imported and exported goods at U.S. seaports is expected to more than double. The top 50 ports in the United States account for about 90 per cent of all the cargo tonnage, and twenty-five ports account for 98 per cent of all container shipments. Cruise ships visiting foreign destinations embark from 16 U.S. ports, and U.S. ferries move 113 million passengers and 32 million vehicles each year**. Over 90 per cent of all the war fighting capabilities required to project U.S. military power overseas flows from U.S. seaports of embarkation**. Maritime industry contributes over $1 trillion annually to the gross domestic product. More than 7,500 ships and 200,000 sailors make 51,000 port calls every year in the United States, and those ships carry 6.5 million passengers, 1 billions tons of petroleum, and 6 million containers a year-16,000 each day.

### Dredging Ext

#### Dredging destroys habitats

NSW Department of Primary Industries, 2012, Fishing and Aquaculture, http://www.dpi.nsw.gov.au/fisheries/habitat/protecting-habitats/activities-requiring-a-permit

**Dredging is generally undertaken** in estuaries and rivers **to aid navigation**, modify water flow, obtain supplies of gravel, sand and other material, and to lay pipelines and cables.

However, **dredging may have adverse effects on the aquatic environment. Productive estuarine habitats, such as seagrass beds may be destroyed by the removal of the underlying sediment or degraded by associated turbidity and sedimentation.**

**Gravel beds in rivers are important as spawning sites for native fish species, such as Macquarie perch, and introduced trout species, and can be destroyed by gravel extraction**.

#### Dredging US ports damage coral reefs and endangered species

David Fleshler, August 7, 2011, Environmental battle brews over Port Everglades dredging plan (Sun Sentinel Staff Writer), http://articles.sun-sentinel.com/2011-08-07/news/fl-port-dredging-20110806\_1\_port-everglades-coast-ports-entrance-channel

**An environmental fight is brewing over plans by Port Everglades to blast and dredge a deeper entrance channel to accommodate the super freighters** that are beginning to dominate the world's trade routes.

The $321 million project would deepen the channel to 50 feet from 42 feet, and make other improvements to safely accommodate bigger ships. It would have a dramatic impact on one of the region's busiest economic engines, a port for cruise ships, cargo ships and petroleum tankers that accounts for 10,000 jobs in direct employment and helps diversify a tourism-dependent economy.

**But several state and federal environmental agencies say it could also have a dramatic impact on coral reefs, sea grass and endangered species**.

#### Dredging Florida ports kills coral reefs

David Fleshler, August 7, 2011, Environmental battle brews over Port Everglades dredging plan (Sun Sentinel Staff Writer), http://articles.sun-sentinel.com/2011-08-07/news/fl-port-dredging-20110806\_1\_port-everglades-coast-ports-entrance-channel

Several environmental agencies have objected strongly to elements of the plan, particularly since **dredging and blasting would destroy part of a coral reef.**

The Florida Department of Environmental Protection called for further study of the impact of blasting during sea turtle nesting season. The Florida Fish and Wildlife Conservation Commission said **the destruction of sea grass would harm the manatees that cluster around the warm water discharges of the Florida** [**Power**](http://articles.sun-sentinel.com/2011-08-07/news/fl-port-dredging-20110806_1_port-everglades-coast-ports-entrance-channel) **& Light plant**.

**The National Marine Fisheries Service was particularly critical, saying the project would destroy an extensive stand of coral reefs, make it more difficult for threatened Elkhorn and Staghorn corals to reproduce**. The fisheries service's southeast regional administrator, Roy Crabtree, threatened to elevate the matter to the White House Council on Environmental Quality, which acts as referee in disagreements among federal agencies.

#### Dredging to deepen the port of Miami will kill endangered corals

Jim W. Harper, November, 2011, The environmental side effects of the Port of Miami tunnel and deep dredge could be explosive, Collateral Damage, http://www.biscaynetimes.com/index.php?option=com\_content&view=article&id=1006:collateral-damage&catid=70:going-green&Itemid=200

That’s hard to swallow, but of the two projects, **the deep dredge is the more threatening and disruptive one. It’s really hard to believe that it can contain itself to the shipping channels. Unexpected currents could turn its underwater projectile silt into an environmental threat.**

**Silt can smother coral and, as it so happens, an extremely rare coral is growing on the jetty of Government Cut. The coral deserves to be protected, but its location is not covered by the project’s current preparations and remediations**. It has no insurance.

The coral was unknown to exist in Florida outside of the Dry Tortugas until 2009, when it was discovered near the port by Colin Foord, a marine biologist and co-owner of Coral Morphologic in Overtown. (Go online to see his recent TEDxMIA lecture about this “super coral.” )

**The rare coral is a hybrid of two endangered stony corals called staghorn and elkhorn, the first corals in the U.S. to be listed as threatened**. Endangered-species legislation does not typically cover hybrids, but this coral can reproduce and, based on Foord’s observations, withstand extreme conditions better than its two progenitors. And it glows in the dark! Foord hopes his hybrids end up in the Keys with the Coral Restoration Foundation.

### A/T Ban dredging CP

#### Banning dredging without an alternative for ports would kill the US economy

Bridges 10/26/2011

[Jerry A. Bridges, Chairman of the Board of the American Association of Port Authorities and Executive Director of the Virginia Port Authority, Testimony before the United States House of Respresentatives Transportation and Infrastructure Committee, Hearing: “The Economic Importance of Seaports: Is the United States prepared for 21st trade realities?” <http://www.gpo.gov/fdsys/pkg/CHRG-112hhrg70928/pdf/CHRG-112hhrg70928.pdf>

Since the birth of our nation, US seaports and waterways that connect them have served as a vital economic lifeline by bringing goods and services to people around the world and by delivering prosperity to our nation. **US seaports are responsible for moving more than 99 percent of ours country’s overseas cargo. Today, international trade accounts for more than a quarter of America’s Gross Domestic Product. America’s seaports support the employment of 13.3 million US workers, and seaport related jobs account for $649 billion in annual personal income. For every $1 billion in exports shipped through seaports, 15000 US jobs are created. Seaports facilitate trade and commerce, create jobs, help secure our borders, support our military and serve as stewards of valuable coastal environmental resources.** Ports are dynamic, vibrant centers of trade and commerce, but what is most important to understand is that seaports rely on partnerships. Seaports invest more than $2.5 billion every year to maintain and improve their infrastructure. In recent years, however, funding for dredging federal navigation channels has slowed and decreased, especially for new construction. Further, maintenance dredging is dorel underfunded, despite a more then $6 billion and growing surplus in the Harbor Maintenance Trust Fund. Landside improvements have also been too low a priority, with little of the highway funds going to freight transportation projects. The only bright light has been the newly created TIGER grants, although not enough of this funding benefited ports. Virginia Port Authority received a TIGER grant for its heartland project. As we look to the future, we do know that there are challenges and opportunitie. As we recover from the econoic downturn, we must make investments today to address the trade realities of the future, Here are some of the challenges and we have to ask: are we ready? \* **The Panama Canal expansion is due to be completed in 2014 and is expected to influence trade patterns**. VPA and other ports have been making investments, but federal funding has been slow to match these investments. **\* Ship sizes continue to get larger, requring on-going modernization of ports and federal navigation chanels, even for ports that will not require 50 feet of depth. \* Canada and Mexico are making investments which could result in losses of maritime jobs in the US as cargo enteres the US through these countries. We have already seen this job loss on the West Coast. \* The US seeks to doble exports; however countries like Brazil and Chile, who we compete against the US in terms of agricultural exports, are making investments that could make their exports more competitive.** \* New trade agreements with Korea, Paname and Colombia have been approves, with other trade agreement under negotiations which should result in increased exports and imports through ports. \* In addition to these near-term challenges, we know that the US population is forecast to grow by 100 million – a 30 percent increase – before the middle of the 21st century. And many fo the goods used by this population will flow through seaports.

## Politics Answers

### Non-Unique

#### The healthcare ruling reset the election- previous polls are irrelevant

Nick O'Malley, June 30, 2012, As liberals celebrate court win, conservatives eye poll boost;
US HEALTH CARE ACT, Sydney Morning Herald, Lexis

President Barack Obama's near total victory in the US Supreme Court with his healthcare reform has provoked a surge of energy within the Republican Party and reset the November presidential election.

Within minutes of the court's complex findings being made public on Thursday morning, the Republicans had launched a new slogan: "Repeal and Replace".

An attack ad was on air within hours, declaring that this would be presumptive Republican nominee Mitt Romney's "job one on day one".

### Link Turn

#### Jobs, economy, and terrorism are the top issues for voters- plan would increase Obama’s popularity.

SONIA VERMA, July 2, 2012, Getting his foreign affairs in order; Presumptive Republican nominee Mitt Romney has yet to stake out a distinct foreign policy position - but will voters care?, The Globe and Mail, Lexis

**When asked what they consider "the single most important issue" in their choice for president, 52 per cent of adults** surveyed in a May Washington Post-ABC news poll **cited jobs and the economy.** In a May New York Times-CBS News poll, only 4 per cent of Americans picked foreign policy as their top election concern, a significant drop from the last presidential election. In 2008, about **20 per cent of voters cited "Iraq" or "terrorism" as the most important issue facing the country.**

#### Port security is popular- receiving big bipartisan support from House Lawmakers

**Mickey McCarter 07/02/2012**[“Aviation, Port Security Bills Enjoy Bipartisan Support from House Lawmakers”][http://www.hstoday.us/briefings/today-s-news-analysis/single-article/aviation-port-security-bills-enjoy-bipartisan-support-from-house lawmakers/8774d00b80793d7b125324dc9dad3510.html](http://www.hstoday.us/briefings/today-s-news-analysis/single-article/aviation-port-security-bills-enjoy-bipartisan-support-from-house%20%20lawmakers/8774d00b80793d7b125324dc9dad3510.html)

**Democrats applauded last week the passage by the House of several homeland security bills designed to strengthen aviation and port security.** **The bills**, including the Aviation Security Stakeholder Participation Act (HR 1447), the Securing Maritime Activities through Risk–based Targeting **(SMART**) for **Port Security Act** (HR 4251) and the Gauging American Port Security **(GAPS) Act** (HR 4005) **enjoyed bipartisan support.** None of the bills has companion legislation in the Senate but all three moved there for consideration. The Senate could take up the bills or they could become included in a conference for the homeland security appropriations bill for fiscal year 2013. Rep. Bennie Thompson (D-Miss.), ranking member of the House Homeland Security Committee, pointed out that Democrats on his committee sponsored to two of the bills and had significant input on the third. Thompson himself introduced the Aviation Security Stakeholder Participation Act, which would authorize the Aviation Security Advisory Committee (ASAC) to provide feedback on policies and procedures at the Transportation Security Administration (TSA). The ASAC would be made up of travel industry stakeholders that are impacted by TSA regulations. Under the bill, the administrator of TSA would appoint ASAC members and set up working groups for air cargo, general aviation and perimeter security**. The SMART Port Security Act, introduced by Rep. Candice Miller (R-Mich.), would improve coordination between US Customs and Border Protection and the US Coast Guard,** as previously reported by Homeland Security Today**. The bill also would provide relief to port workers who face the prospect of having to renew their** Transportation Worker Identification Credential **(TWIC) cards in October 2012**. Thompson pressed for that provision, given that the Coast Guard has not yet set up readers for the TWIC cards, which essentially have been reduced to regular identification cards despite the promise of their biometric verification capabilities. The cost of a TWIC card, $132.50, for another five-year period would be unreasonably burdensome on port workers who cannot take advantage of all of its security features, Thompson argued. "Changes to the TWIC program could affect offsetting receipts and subsequent direct spending; therefore, pay-as-you-go procedures apply," the Congressional Budget Office said of Thompson's provision in a report on June 11. Finally, the GAPS Act would require the Department of Homeland Security to examine gaps in port security and report to Congress with a plan to address those gaps. **Rep. Janice Hahn (D-Calif.), who sponsored the bill, hailed its passage, 411-9**, Thursday. In a statement, Hahn said, "The loopholes that continue to exist in port security keep me up at night. My first question as a member of the Homeland Security Committee was to Lee Hamilton, vice chair of the 9/11 Commission, on what Congress should be doing to protect our ports. Mr. Hamilton's response that Congress wasn't focused enough on our ports meant we needed to act. "US ports receive roughly 50,000 calls from ships annually, with 2 billion tons of freight and 134 million passengers, Hahn reported. The contribution of this cargo to the US economy is staggeringly significant, but only 3 percent or less of cargo undergoes scanning. That low amount opens up opportunities for terrorists to smuggle people or weapons into the United States, she argued. A terrorist attack on the Port of Los Angeles/Long Beach would cost billions to the economy of California and displace thousands of port workers, Hahn warned. Geraldine Knatz, executive director of the Port of Los Angeles, praised the GAPS Act as an effort to prevent such a catastrophe. "It's a tribute to both the importance of the issue and Representative Hahn's tenacity that Congress passed her legislation a mere four months after she introduced the bill," Knatz said in a statement. "Trade gateways, like the Port of Los Angeles, are critical pieces of our nation's economic infrastructure. Keeping these gateways safe is a national priority." Thompson also welcomed passage of all three bills Thursday. "As all of us have a stake in securing our nation, my Aviation Security Advisory Committee bill will ensure that the stakeholders who are expected to comply with the policies and procedures developed by TSA have a seat at the table. Then we can be confident that TSA policies are both effective from a security standpoint and address the economic and commercial realities of our nation's airports," Thompson said in a statement. "The SMART Port Act is rooted in not only the improvements to the TWIC program but also what it seeks to do to improve coordination and cooperation between DHS' maritime components and strengthen procurement practices. This bill is the result of bipartisan efforts to strengthen the security of America's ports and waterways and ensure the Department of Homeland Security's maritime security efforts are as effective and efficient as practicable," Thompson added. "Enactment of the GAPS Act will help ensure that our limited security resources can be targeted to those threats that put our ports at greatest risk. Our nation's ports are as diverse as the people they serve and the importance of this infrastructure to the global supply chain cannot be overstated," he concluded.

### A/T Iran Strikes- Internal Link

#### Obama won’t strike Iran

United States Business Forecast Report, July 1, 2012, Policy Paralysis Until November, Lexis

Six months are a relative eternity in US politics, and much can change ahead of the November elections. Obama's health care initiative may be struck down as unconstitutional by the US Supreme Court in the coming months. This would put healthcare back on the agenda in the presidential election. Furthermore, we await more clarity on Romney's policy platform. For example, as the election nears, he will need to be more specific on fiscal policy plans. On the congressional side, there are still some twists and turns in the Senate races (as exemplified by the unexpected retirement of Senator Snowe of Maine). Finally, we cannot preclude a new foreign policy crisis, most probably centred on Iran's nuclear programme. We believe that **the Obama administration will refrain from carrying out airstrikes on Iran's nuclear facilities in 2012, and believe that Israel will hold fire too, for fear of an open break with the US**. However, we cannot entirely preclude a solo Israeli attack on Iran, which could trigger a regional conflict and drag in the US militarily. A new war in the Middle East would cause oil prices to surge, hurting the American and global economy. However, the sudden outbreak of hostilities could benefit Obama as a war time leader if military operations prove successful.

#### Obama won’t attack Iran or let Israel attack

**Uri Avnery 03/12/2012**[“Israel Will Not Attack Iran”] <http://palestinechronicle.com/view_article_details.php?id=19158>

Israel will not attack Iran. Period. The United States will not attack Iran. Period. **The United States will not attack. Not this year, nor in years to come. For a reason far more important than electoral considerations or military limitations. The United States will not attack, because an attack would spell a national disaster for itself and a sweeping disaster for the whole world**. "If you want to understand the policy of a country, take a look at the map," said Napoleon. **Minutes after an attack is launched, Iran will close the Strait of Hormuz, through which passes almost all the oil exported by Saudi Arabia, the United Arab Emirates, Kuwait, Qatar, Bahrain, Iraq and Iran - 40% of the world’s sea-borne oil passes through the strait. A few minutes after that, oil prices will rise, will double, triple or quadruple - and the U.S. and global economy will collapse.** Such small issues do not cross the minds of generals, military commentators and other wise guys who look at the world between narrow "security" blinkers. Closing the Strait would be the easiest of military operations. A few missiles, launched from either the sea or the land, would do it. **To reopen it, it would not be enough to send the US Navy's mighty aircraft carriers on show cruises. The United States would have to conquer large parts of Iran, so as to put the Strait out of range of the Iranian missiles. Iran is larger than Germany, France, Spain and Italy combined. It would be a long war, something on the scale of the Vietnam War.** For Iran, there is no difference between an Israeli attack and an American attack. They would be treated as one and the same. In both cases, the consequence will be the blocking of the Strait and a large scale war**. All of which is more than enough for the United States not to attack, and to forbid Israel from attacking.** It's 56 years since Israel went to war without giving notice to the Americans and getting their consent. When Israel did this in 1956, President Eisenhower took away all the achievements of victory, to the last millimeter. Before the Six Day War and on the eve of the First Lebanon War, the government of Israel sent special envoys to Washington to ensure unequivocal consent. If this time it did attack against the Americans' will, who would restock the IDF armories?

#### Obama administration will using leaks to look strong on Iran rather than strikes.

David Grant, June 26, 2012, Staff writer, The Christian Science Monitor, Why Washington springs leaks in election season; GOP lawmakers said Tuesday they don't believe Obama's denials of White House-sanctioned leaks about US efforts to disrupt Iran's nuclear program. Leaking for political purposes has a storied past in Washington. Lexis

**They may not be yelling at President Obama amid his State of the Union message**, as Rep. Joe Wilson (R) of South Carolina famously did, **but that was the message Senate Republicans had for the president Tuesday over his recent denials that members of the White House were behind leaks of sensitive intelligence information.**

While leaks occur almost perpetually in Washington, an election season that has banished most other substantive items from Congress's plate makes leaks prime territory to score political points.

**Disclosure of secret information about Iran's nuclear program and American covert efforts to disrupt it, among a handful of other intelligence issues, has driven members on both sides of the aisle up the wall with fury.**

Confronted with concerns about disclosures at a press conference in early June, Mr. Obama told reporters that allegations that the White House "would purposely release classified national security information is offensive."

At a press conference Tuesday, Republican senators were having nothing of it. Sen. John McCain (R) of Arizona quoted an extended excerpt from New York Times reporter David Sanger's recent book, "Confront and Conceal," that reports senior White House intelligence officials disclosing intelligence relating to Iran's nuclear program.

"Obviously the notion that his White House would purposely release classified national information is 'offensive' is contradicted by the facts," Senator McCain said. Sen. Saxby Chambliss of Georgia, the Senate intelligence committee's top-ranking Republican, said one covert action program revealed in Mr. Sanger's book was so protected that it was news to the intelligence world's congressional overseers.

"We as members of the Intelligence Committee can't even confirm whether these programs exist, and yet you have the national security adviser talking about a covert action program" to a reporter, Senator Chambliss said.

Republicans are not the only ones expressing concern. Even before Obama's news conference, Sen. Dianne Feinstein (D) of California, chairman of the Senate Intelligence Committee, said in a statement that she was "deeply disturbed by the continuing leaks of classified information to the media." She subsequently sent a letter to Obama charging that "disclosures of this type endanger American lives and undermine America's national security."

Even if the current leaks are to a greater extent than Republican lawmakers say they've ever seen, there are at least two other reasons they are receiving so much attention.

First, as McCain said, "the professionals in the intelligence community, not the political appointees, are beside themselves."

But professionals get incensed whenever their work gets leaked to the media, says Wayne White, a policy expert at the Middle East Policy Council with nearly three decades of experience in the US intelligence community. And that occurrence is hardly a rarity.

"Administrations - both Republican and Democratic - have leaked sensitive classified material for various political purposes going back decades," Mr. White wrote in an analysis posted on the website of National Journal.

"Several times when I was serving in the State Department's Bureau of Intelligence and Research (INR) and was infuriated by a particular leak, I was informed by superiors that they had been told the leak had been 'authorized' (as if that somehow excused the violation of relevant laws and documentation signed upon appointment by politicians pledging not to do so)," he added.

What's different today? Presidential politics, White said in an interview with the Monitor. He doesn't believe claims that today's leaks go far beyond what's happened over the past three decades. He cites examples from both administrations, including one particularly poignant evening when, coming home from work, he clicked on his TV and watched Dan Rather deliver a report on American hostages in Lebanon that relied on sources straight from a classified project he was working on at the time.

"Other leaks," White says, "have been equally outrageous.... [Congressional outrage] is typical election-year hyperbole."

He agrees with McCain and others that leaks have a terrible effect on professional intelligence agents, calling them "infuriating and demoralizing." But they also deserve another descriptor: perpetual.

McCain also put the leaks squarely into a political context: Such disclosures "have at the end of the day one purpose ... and that is to make the president of the United States look like a brave, strong leader on national security."But his next point may not ring so true: "What has taken place, I have never seen anything like in the many years I have been here."

## T Ans

### T Ans- Transp Inf

#### Ports are transportation infrastructure – Presidential definition proves

Bridges 10/26/2011

[Jerry A. Bridges, Chairman of the Board of the American Association of Port Authorities and Executive Director of the Virginia Port Authority, Testimony before the United States House of Respresentatives Transportation and Infrastructure Committee, Hearing: “The Economic Importance of Seaports: Is the United States prepared for 21st trade realities?” <http://www.gpo.gov/fdsys/pkg/CHRG-112hhrg70928/pdf/CHRG-112hhrg70928.pdf>

Port projects take decades to plan and build and we cannot wait. **Federal investments in seaports are an essential and effective utilization of limited resources**, paying dividends through increased trade and commerce, long term job creation, secure borders, military support, environmental stweardship, and more then $200 billion in federal, state and local tax revenue. Earlier this month, **the President’s Council on Job and Competitiveness made an urgent plea for improvements in the nation’s transportation infrastructure, including landside and waterside access to seaports.** We cannot wait.

## Neg

### Dredging Ans

#### Plan can’t solve- too many alt causes to coral loss

LIZETTE ALVAREZ, September 3, 2011, Fears in Miami That Port Expansion Will Destroy Reefs, New York Times, http://www.nytimes.com/2011/09/04/us/04coral.html?pagewanted=all

**One particular kind of coral, the elkhorn, which helps build and stabilize reefs, has been almost wiped out over the last 25 years because of storms, disease and warming ocean temperatures, which end up bleaching coral.**

A new study by two biologists found that **bacteria from human fecal waste had played a major role in choking elkhorn coral.** For years, human waste from the Florida Keys seeped, or in some cases poured, into the ocean via septic tanks and pipes. The sewage system is now being upgraded.

“**There were a couple of acres of this coral, and now there is enough to cover your desk**,” said Ken Nedimyer, president of the nonprofit Coral Restoration Foundation in the Florida Keys, which grows and restores coral through an underwater nursery.

### Iran Strikes Ext

#### Iran isn’t a threat- deterrence prevents lash out

**Uri Avnery 03/12/2012**[“Israel Will Not Attack Iran”] <http://palestinechronicle.com/view_article_details.php?id=19158>

 What would we have done in their place? Or rather, what did we actually do (according to foreign reports, etc.) when we were in their position? So what is going to happen? **If no deal is reached, Iran will develop nuclear weapons. That's not the end of the world.** As has been pointed out by some of our more courageous security chiefs, **this is not an existential threat. We'll live in a situation of a balance of terror.** Like America and Russia during the Cold War. Like India and Pakistan now. **Not pleasant, but not too terrible, either. Iran has not attacked any other country in a thousand years.** Ahmadinejad talks like a wild demagogue, but **the Iranian leadership actually treads very carefully. Israel does not threaten any Iranian interest.** Joint national suicide is not an option. Education Minister Gideon Sa'ar boasted, and rightly, that Netanyahu had managed to distract the whole world's attention, away from the Palestinians and to the Iranian problem. A fantastic success, indeed. Obama in effect tells him: OK, go and play with settlements as much as you want, but please leave Iran for the adults.

#### Iran is not a threat- 5 reasons.

**Michael Edwards 2/ 27/ 2012** [“5 Reasons Iran is NOT a Threat to the U.S.”] <http://www.infowars.com/5-reasons-iran-is-not-a-threat-to-the-u-s/>

The Obama Administration, by Executive Order, has moved another step closer to preemptive war with Iran by declaring a National Emergency to deal with this supposed threat. A National Emergency, which gives the president extraordinary power to subvert the Constitution, is legally defined as “A situation beyond the ordinary which threatens the health or safety of citizens and which cannot be properly addressed by the use of other law.” Given the immense power the executive receives during such “emergencies”, one would think the U.S. must face a clear and present danger in order to justify such actions. Yet, all recent wars fought by America and paid for by U.S. tax dollars were preceded by little more than an Executive Order declaring a national emergency. And, notably, the president makes these declarations without the need for a vote by the Congress as stipulated by the U.S. Constitution. So what has changed with Iran that now requires a National Emergency? It seems the U.S. is just itching for another fight, because it’s clear that Iran poses no threat to the ‘health and safety’ of U.S. citizens that cannot be dealt with by ‘other laws’. **Here are 5 reasons why a National Emergency should not be declared to deal with Iran:**

1. **Never Attacked US: Iran has never attacked the United States, or even any of her interests overseas.** In fact, they have not attacked or invaded anyone in at least 270 years**. And they haven’t even threatened to harm the U.S. unless of course they are attacked first.**  Do we want to continue to be a nation that attacks others without provocation, or one that defends our country against genuine aggressors? **Iran is not an aggressor and certainly not a national emergency threat.**
2. **No Nuclear Weapon: Claims that Iran is developing a nuclear weapon seems to be the only argument warmongers have to suggest a preemptive strike. Yet, all U.S. intelligence agencies universally agree that Iran does not have a nuclear weapons program. Even if they did, why is that a reason to attack them? Just having a weapon doesn’t make a country a threat. Plenty of countries have nuclear weapons and we don’t consider them a threat.**
3. **Self Preservation: Iran will not attack the West militarily with a nuclear weapon, or even conventionally, because they know they would be inviting their immediate destruction.** Iran is a sophisticated secular society, much like Iraq was before America invaded. In fact, Iran has the third largest Jewish population in the world who live in harmony with Muslims and others. **In other words, they have a lot to lose to invite war with anyone, and they know that any move viewed as aggression would be met with swift and overwhelming force**. The West wants the world to believe their leadership is primitive and stupid, but they aren’t.
4. **Surrounded By U.S. Bases: Over 45 U.S. bases surround Iran. These bases are in addition to the fleets of U.S. warships parked in waters near Iran. A picture is worth a thousand words. Who’s the real threat here?**

1. **Conventional War is Obsolete: Iran actually has a modern armed forces that could fight back conventionally. However, conventional war is completely obsolete**. It should be likened to sticks and stones compared to the known advanced technology the world powers possess. **Besides nuclear weapons and other WMDs, there are secret weather weapons, space-based weapons, microwave weapons etc.** Russia admits to having a weather weapon that can destroy the U.S. in 15 minutes. Surely America and Europe have the same technology, and probably China, too. **These make conventional warfare nothing more than manufactured violence for economic control and managed population reduction. Again, Iran represents nothing resembling a threat to America in the face of such technology.**

America was never attacked or even threatened with attack by Afghanistan, Iraq, Pakistan, Libya, or Somalia. Yet by executive decree, taxpayers continue to fund the U.S. war machine to murder and maim innocent civilians in those countries. Conveniently, the “war on terror” has given America the excuse to preemptively strike any nation who is said to oppose them. And it seems Iran is next unless the American people stop living in fear of manufactured threats.