# \*\*\* 1AC Amazon

#### 1. Catastrophe is coming now – conditions are deteriorating along inland waterways without increasing investment.

**Pittsburgh Post-Gazette, ’12** [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

While Pittsburgh has some of the oldest locks and dams in the nation, conditions along the rest of the nation's 11,000-mile inland waterway system are not much better. One high-ranking Corps official speaking at an industry meeting last month in Washington, D.C., described the situation as "a crisis headed for a catastrophe."

#### 2. By 2020, 80% of lock systems will fail

**Heintz et al. 9** James Heintz Associate Research Professor & Associate Director Robert Pollin Professor of Economics & Co-Director Heidi Garrett-Peltier Research Assistant Political Economy Research Institute“How Infrastructure Investments Support the U.S. Economy: Employment, Productivity and Growth,” <http://americanmanufacturing.org/files/peri_aam_finaljan16_new.pdf>

Approximately 2.6 billion short tons of commodities are transported on U.S. navigable waterways each year—an extremely cost-efficient transportation system (Army Corps of Engineers, 2005). The Army Corps of Engineers maintains and operates the inland waterway system which includes 257 lock systems nationwide, the average age of which is 55 years. According to the American Society of Civil Engineers, **by 2020 80 percent of the lock systems will be functionally obsolete** **without new infrastructure investments** (ASCE, 2005). The estimated cost of updating all the lock systems is $125 billion.

#### 3. Adoption of a “fix when fail” policy ensures delays and collapse of inland waterways

Len Boselovic, award winner for business and investigative reporting, 3/18/2012, Pittsburgh Post (“THE NATION'S LOCKS AND DAMS, INCLUDING 23 IN REGION, ARE ON THE BRINK OF FAILURE, ACCORDING TO U.S. ARMY CORPS OF ENGINEERS”)

Faced with flat funding, the Corps has adopted a "fix when fail" approach to maintaining locks and dams.¶ Take what happened at the Montgomery Dam on the Ohio River near Shippingport in 2006. A week after the Corps concluded that the dam had structural problems, a runaway barge hit it, damaging two of 10 100-foot-wide steel gates used to control the flow of water.¶ "Since that time, we've only had enough funds to put Band-Aids on the gates," said the Corps' Mr. Fisher. "We are at the border of 'fix when fail' and 'failing to fix.' "¶ With preventive maintenance crimped, barge operators face more frequent and longer delays as locks break down. On the Ohio River, the number of hours lost annually because of outages has tripled since 2000 to 80,000 hours, members of the House Committee on Transportation and Infrastructure were told last fall.¶ "I have never seen the disruptions to traffic we have now," said Martin T. Hettel, the American Electric Power manager responsible for moving coal on AEP barges to the Columbus, Ohio, utility's power plants.¶ The delays occur even though the Corps spends millions each year to keep outdated facilities functioning.¶ "That's just throwing money down a rat hole," said William Harder, a former navigation manager in the Corps' Great Lakes and Ohio River division who retired last year.¶ Dams are used to generate hydroelectric power and prevent flooding. They are also used to hold back water, creating a pool deep enough for barges to move up and down the river. Because the water level rises and falls at different points along rivers, locks are used to raise and lower barges depending on the depth of the river where they are coming from and the depth of the river where they are headed.

#### 4. 89% of soybeans travel through inland waterways—lock closure would cause spikes in price

USB 12

Crumbling Inland Waterway System Puts Farmers, Consumers at Risk, Jan 24, 2012 Soybean checkoff study finds that United States could lose global competitiveness, http://www.unitedsoybean.org/media-center/releases/crumbling-inland-waterway-system-puts-farmers-consumers-at-risk/

Just on the Ohio River alone, the accumulated shipping delays at broken-down locks has more than tripled since 2000, rising from 25,000 hours to 80,000 annually. And that gets expensive. This study shows that a three-month lock closure would increase the cost of transporting 5.5 million tons of oilseeds and grain, the average shipped by barge during that period, by $71.6 million. A failure at any of the locks examined by the study could cost U.S. farmers up to $45 million in lost revenue. The U.S. inland waterways represent key infrastructure for transporting U.S. soybeans. Up to 89 percent of soybeans exported through the lower Mississippi ports, such as the Port of New Orleans, arrive at those ports in barges that must transit multiple locks for the trip downstream.The study, conducted by the Texas Transportation Institute at Texas A&M University, examined the condition of locks on the Upper Mississippi River, Illinois River and Ohio River. The study also calculated the economic impact of specific lock failures on districts within states, showing the effect on agricultural commodity prices—and on fertilizer and coal prices, which also depend on upstream river barge shipping. “It is important that we have a robust transportation system,” adds Foell. “Only by using a combination of the lock and dam system, rail system and truck system can we continue to move our products in a manner that will help us feed the world.” The USB GO program and STC, which is made up of USB, the American Soybean Association and 11 state soybean checkoff boards, plan to examine new and different ways to fund lock and dam and other rural transportation infrastructure improvements. USB made public and private investment in transportation infrastructure one of its top two priority issues. USB is made up of 69 farmer-directors who oversee the investments of the soybean checkoff on behalf of all U.S. soybean farmers. Checkoff funds are invested in the areas of animal utilization, human utilization, industrial utilization, industry relations, market access and supply. As stipulated in the Soybean Promotion, Research and Consumer Information Act, USDA’s Agricultural Marketing Service has oversight responsibilities for USB and the soybean checkoff.

#### 5. Brazilian soy crop down in SQ

Reuters June 5th (UPDATE 2-Brazil gov't cuts soy estimate, raises corn view, http://www.reuters.com/article/2012/06/05/grains-brazil-idUSL1E8H529F20120605, P. online)

Brazil's government trimmed its 2011/12 soybean crop estimate on Tuesday after drought ravaged output in the world's second biggest producer this season, but raised its forecast of corn output to a record. U.S. soybean futures rose after Brazil's food supply agency Conab cut its production forecast and U.S. crop ratings disappointed. Brazil's soy crop that finished harvest in May is now estimated at 66.37 million tonnes, after drought erased about 10 million tonnes from crop's potential, Conab data showed. The latest output number is down slightly from last month's estimate of 66.68 million tonnes. Carry-over stocks of soybeans are set to drop to 1 million tonnes, Conab estimates, their lowest since 2008/09 and down about 65 percent from last year. No major revisions to the soy crop are expected in the coming months. Brazil harvested a record 75.3 million tonnes the year before

#### 6. Decreased Soy from the US would also increase Brazilian soy and destroy the Amazon.

STRI in 8

Smithsonian Tropial Research Institute - Thursday, 10 January 2008, <http://enviro.org.au/enews-description.asp?id=852>,

The drop-off in US soy has helped to drive a major increase in global soy prices, which have nearly doubled in the last 14 months. In Brazil, the world's second-largest soy producer, high soy prices are having a serious impact on the Amazon rainforest and tropical savannas. "Amazon fires and forest destruction have spiked over the last several months, especially in the main soy-producing states in Brazil," said Laurance. "Just about everyone there attributes this to rising soy and beef prices."

#### 7. This leads to the destruction of the Amazon – ending life on Earth.

Hurtak 2k5(JJ, PhD, founder and President of the Academy for Future Sciences and consultant in the field of philosophy and its application to technical futures” “Crisis of the Amazon” The Academy for Future Science, <http://www.affs.org/html/crisis_of_the_amazon.html>)

What will happen if the Brasilian rainforest disappears? The forest makes its own climate and is the result of that unique climate. What if devastation continues at the present rate? Most everything could be gone by the year 2025 AD. A hundred thousand square kilometers of primeval forest are cleared every year the results of destruction grow exponentially. Land the size of Portugal is slashed and burned every year. And the end will inevitably be: (1) a change in weather, (2) an increase of drought and desert, and (3) massive starvation for many peoples, regardless of background and world economics. With large land parcels being given away for exploitation, there is absolutely no way, even with Radam surveys, to oversee clearance. At the present time, 100 tons of topsoil are lost per hectare each year. The forests that are destroyed will take a thousand years to regenerate. With their destruction goes the refugia of a species diversity entirely preserved from the early periods of evolution—the Pleistocene era in our "present" time: with color morphs, strange and beautiful speciations, butterfly wings of color. All of this is being steadily destroyed, and there is human tragedy as well. At least 87 Indian tribes have become extinct this century. Anthropologists have seen an overall Amazonian aborigine population decrease over the past 500 years from an estimated 6.8 million to the present 125,000. Anthropologist Emilio Moran cites disturbing research indicating the decline of the Parakana and Nambiquara indigenous groups within very short periods of time due to the influences of outside companies, ranchers, and road workers whom the Indians call the "termite people." As highways and small farmers who are simply trying to create a livelihood intensify their own slash-and -burn techniques throughout the Amazon basin—and more and more ruropoli (frontier family villages) of some 48-1000 people spring up in various locations throughout the Amazon—the forests are razed, the inroads flooded, the Malaria vector is strengthened, intense soil erosion occurs, and the river fish species die out. The tragedy is that most of these small family plots created by hundreds of thousands of new inhabitants are only able to sustain crops for a limited number of years because of the rainforest terrain. Therefore, these farmers must move on and find new land to utilize. So what happens to their old plots of land? They become wastelands with small brush, because the original trees cannot grow back due to their root structures and because the soil has been destroyed and removed. In the wake of vast devastation throughout the Amazon, only now has the revelation of global atmospherics impressed biologists. The Amazon is the critical link in the Earth's carbon dioxide clearing house. Furthermore, Amazonian Indians and forest species possess the richest repository of native wisdom and potential medical, and technological plant products of any other region of the planet. But the metaphor of human disruption—since the sixteenth century—is fully at work in Brasil. The country is the vortex of ecological imperialism and new deforestation. A generation of embattled conscience has arisen in Central and South American writers who have responded to the political and moral crises with an anguished outpouring due to the mismanagement of such critical factors as: population growth, political agendas, and regional economics. Nobel Prize winner Garcia Marquez (The Autumn of the Patriarch) and Vargas Llosa (The War of the End of the World) are but a few of the many testimonies of this anguish. Our time has now come to work for new cooperation in this and other critical environmental regions. Our species is the only one to lay claims to being able to influence the make up of the natural world. We long ago drew up the battle lines. Today, that struggle is most dangerously pronounced in the tropics, where soil is in short supply and human food is at a premium. The Amazon contains some 550 million hectares of rain forest, 3.5 million square kilometers, nearly half of the Earth's water moisture, easily a million plant and animal species. In but 2 hectares of Amazon forest, 173 floral species have been discovered on a base of 900 metric tons of living biomass. In short, for several thousand years, life has been fashioned according to its evolutionary laws and in the Amazon basin archaeological relics suggest an early habitation at the mouth of the Amazon dating back as far as 5000 years. As a part of Eden on earth, its destruction may also signify the end of life as we know it. It is our time to make the change to work together to expand the lifetime of the Amazon Basin in Brasil—so that there would be no end of real civilization, but a wise and practical preparation for the opening of the high frontier in meeting with other cultures and cosmic civilization in the 21st century.

# \*\*\* 1AC Navy

#### 0. Naval readiness is rapidly declining now with no funding for modernization— investment is key

Eaglen ’12 (3 April 2012, MacKenzie Eaglen, Research Fellow for National Security in the Douglas and Sarah Allison Center for Foreign Policy Studies, a division of the Kathryn and Shelby Cullom Davis Institute for International Studies, at The Heritage Foundation, Lanterloon,“U.S. military faces a readiness crisis,” http://lanterloon.com/u-s-military-faces-a-readiness-crisis/, AZhang)

None of America’s armed forces can meet all of the demands placed on them by commanders today. Just last week, the Navy said that for the second time in seven months, equipment failure prevented an amphibious assault ship — the USS Essex — from meeting a commitment at sea. Unfortunately, this is not surprising. The U.S. military faces a readiness crisis — one confronting not just its people and end-strength cuts — but pushing equipment to the breaking point. Across all services, long-standing readiness problems are worsening and breakdowns are happening more frequently. Adm. Jonathan W. Greenert testifying to Congress last July shortly before his promotion to Chief of Naval Operations, said: “The stress on the force is real. And it has been relentless.” The overall picture is dismal: While the Navy’s fleet has shrunk by about 15 percent since 1998, the number of ships deployed overseas has remained constant. Each ship goes to sea longer and more often, resulting in debilitating maintenance problems. Simple wear and tear is weakening defense capabilities across the board as the military’s major platforms age after high wartime usage rates and a lack of major recapitalization since the Reagan buildup. An Air Force F-15C literally broke in half during flight some years ago. Today, every single Navy cruiser hull has cracks; A-10C Warthogs have fuselage fractures, and the UH-1N Twin Huey helicopter fleet is regularly grounded. Over half the Navy’s deployed aircraft are not ready for combat. Last April, the engine of a F/A-18C Hornet caught fire aboard the aircraft carrier USS Carl Vinson. Last March, the engine of a Marine Hornet about to take off from the aircraft carrier USS John C. Stennis exploded. As these aging aircraft were bursting into flames, senior officials were warning Washington politicians that keeping the older fighter planes in safe flying condition was “one of their most serious challenges.” Built in the 1980s and 1990s, the jets were designed to fly for 6,000 hours. Delayed delivery of the replacement F-35, however, has forced the services to squeeze an additional 4,000 flight hours out of the Hornets. This is just a sample of the readiness problems plaguing those who serve in uniform. Yet, the almost-$1 trillion “stimulus” bill didn’t contain a nickel for military modernization. Instead, the president and Congress have been cutting defense dollars and capabilities for the past three years. Today, Washington wants to divert even more defense dollars to debt reduction — even in the face of the rapidly declining readiness of the U.S. military. This will only exacerbate the problem of how to meet the urgent need to conduct overdue maintenance on older ships, planes and vehicles. The latest defense budget takes a half trillion dollars out of military spending over the next decade even though Pentagon leaders expect no let up in demand for U.S. forces worldwide. Should an unforeseen crisis arise, the consequences could be deadly. While there is no quick or easy fix, admitting there is a problem and doing something about it should be everyone’s priority. In 2010, a bipartisan blue-ribbon panel set up by Congress and led by Bill Clinton’s Secretary of Defense and George W. Bush’s National Security Adviser issued a stark warning about the worrisome state of America’s military and advised Congress to act quickly to rebuild and modernize the U.S. military: “The aging of the inventories and equipment used by the services, the decline in the size of the Navy, escalating personnel entitlements, overhead and procurement costs, and the growing stress on the force means that a train wreck is coming in the areas of personnel, acquisition, and force structure.” Meeting the military’s full modernization requirements will “require a substantial and immediate additional investment that is sustained through the long term.” However, the price of U.S. weakness will be greater in the long run.

#### 1. Status quo Dredging is low and lack of dredging kills the maritime industry

**Weakley, 8 -** (President, Lake Carriers´ Association, “Realize America's Maritime Promise Harbor Maintenance Trust Fund Fairness Coalition,”<http://www.ramphmtf.org/speeches_043008.html>)   
<http://www.law.cornell.edu/uscode/49/102.shtml>

Port-related jobs are critical to augment our economy. Direct and indirect jobs generated by ports result in the employment of more than 8 million Americans who earned and spent $314.5 billion in 2006. Every $1 billion in exports alone creates an estimated 15, 000 new jobs. In Texas alone one in every four jobs is linked to trade. America´s deep-draft navigation system is at a crossroads, with a future that can be bright or bleak. Our waterways´ ability to support the Nations? **continuing growth in** trade and **in the defense of our Nation, hinges on much-needed Federal attention to unresolved funding needs that are derailing critical channel maintenance and deep-draft construction projects of the water highways to our ports**. Because most ports do not have naturally deep harbors, they **must be regularly dredged to allow ships to move safely through Federal navigation channels**. Also, as modern vessels increase in size, navigation channel depths must increase accordingly, if we are to continue to be a player on the international marketplace. A recent U.S. Army Corps of Engineers study reports that almost 30 percent of the 95, 550 vessel calls at U.S. ports are constrained due to inadequate channel depths. Ladies and gentlemen, these are the things that cause port directors nightmares. Without a channel dredged to its authorized depth, nothing else comes into play. Attracting new customers, dealing with labor issues, environmental concerns, and the public - all go away - because without a properly-dredged channel, business goes away. Public ports are at a critical state in keeping their channels open for business. We are losing existing business and potential new business to ports outside of the United States ? and once lost, it is rarely regained. Dredging can literally make or break our industry, **and a lack of dredging is an issue throughout the United States.** In fact, **it is not an overstatement to say that** in many parts of the United States**, we face a dredging crisis**. On the Great Lakes, as Chairman James L. Oberstar of this Committee and Chairman David R. Obey of the Appropriations Committee well know, decades of inadequate funding for dredging have left a backlog of 18 million cubic yards of sediment. The U.S. Army Corps of Engineers estimates removing the backlog will cost more than $230 million on the Great Lakes alone. In some cases, ports on the Great Lakes have actually shutdown due to inadequate dredging. There are similar examples of dredging problems in ports and harbors on all coasts of our Nation. **In many cases, vessels must ?load light? because of dredging shortfalls**. The economic implications of light loading are enormous. On the Great Lakes, for example, vessels lose between 50 to 270 tons of cargo for each inch they must reduce their draft and, in some areas, the lost draft is measured in feet, not inches. Light loading because of inadequate dredging impacts everyone. **A ship that is light-loaded reduces its efficiencies** in the same way that a commercial airplane that is required to set aside seats with no passengers would quickly lose its efficiencies.

#### 2. The maritime industry is key to naval primacy – it affects every sector of the Navy

**NLUS 5/7**

(Navy League of the United States, Since 1902, the NLUS has sought to provide a stronger sea voice to Congress and to the American people, “America’s Maritime Industry: the foundation of American seapower.”, 2012, <http://www.navyleague.org/files/americas-maritime-industry.pdf>)

The American Maritime Industry also contributes to our national defense by sustaining the shipbuilding and repair sector of our national defense industrial base upon which our standing as a seapower is based. History has proven that without a strong maritime infrastructure —shipyards, suppliers, and seafarers— no country can hope to build and support a Navy of sufficient size and capability to protect its interests on a global basis. Both our commercial and naval fleets rely on U.S. shipyards and their numerous industrial vendors or building and repairs. The U.S. commercial shipbuilding and repair industry also impacts our national economy by adding billions of dollars to U.S. economic output annually. In 2004, there were 89 shipyards in the major shipbuilding and repair base of the United States, defined by the Maritime Administration as including those shipyards capable of building, repairing, or providing topside repairs for ships 122 meters (400 feet) in length and over. This includes six large shipyards that build large ships for the U.S. Navy. Based on U.S. Coast Guard vessel registration data for 2008, in that year U.S. shipyards delivered 13 large deep-draft vessels including naval ships, merchant ships, and drilling rigs; 58 offshore service vessels; 142 tugs and towboats, 51 passenger vessels greater than 50 feet in length; 9 commercial fishing vessels; 240 other self- propelled vessels; 23 mega-yachts; 10 oceangoing barges; and 224 tank barges under5,000 GT. 11 Since the mid 1990’s, the industry has been experiencing a period of modernization and renewal that is largely market-driven, backed by long-term customer commitments. Over the six-year period from 2000-05, a total of $2.336 billion was invested in the industry, while in 2006, capital investments in the U.S. shipbuilding and repair industry amounted to $270 million. 12 The state of the industrial base that services this nation’s Sea Services is of great concern to the U.S. Navy. Even a modest increase in oceangoing commercial shipbuilding would give a substantial boost to our shipyards and marine vendors. Shipyard facilities at the larger shipyards in the United States are capable of constructing merchant ships as well as warships, but often cannot match the output of shipyards in Europe and Asia. On the other hand, U.S. yards construct and equip the best warships, aircraft carriers and submarines in the world. They are unmatched in capability, but must maintain that lead.13 No nation can support and sustain a capable and sizeable Navy and merchant marine without a strong and sustaining industrial base. Navy League of the United States Maritime Policy 2011-12 america’s Maritime Industry The foundation of American seapower. 19 Defense Industrial Base: Seafarers & Shipyard Labor Maintaining a strong industrial base supporting the seagoing elements of the U.S. Merchant Marine and U.S. Navy includes having the trained and experienced manpower necessary to crew the vessel comprising the commercial merchant fleet and the skilled shipyard workers needed to build and repair both Navy and commercial ships. Thus seafarers and shipyard labor are key elements in maintaining U.S. maritime superiority.

#### 3. Israel Syrian war is escalating in the status quo – and crisis is on the brink.

**Reuters 3 / 4 / 13**

(By Michelle Nichols, UNITED NATIONS | Mon Mar 4, 2013 4:27pm EST, Israel warns it cannot "stand idle" as Syria war spills over border, http://www.reuters.com/article/2013/03/04/us-syria-crisis-un-idUSBRE92316N20130304)

(Reuters) - Israel warned the U.N. Security Council on Monday that it could not be expected to "stand idle" as Syria's civil war spills over its border, while[Russia](http://www.reuters.com/places/russia) accused armed groups of undermining security between the states by fighting in a demilitarized zone.

Israeli U.N. Ambassador Ron Prosor wrote to the 15-member council to complain about shells from [Syria](http://www.reuters.com/places/syria) landing in Israel. "Israel cannot be expected to stand idle as the lives of its citizens are being put at risk by the Syrian government's reckless actions," Proser wrote. "Israel has shown maximum restraint thus far." Israel does not have a reputation for being idle. Israeli Defense Minister Ehud Barak said that an attack on a Syrian arms complex on January 30 showed Israel was serious about preventing the flow of heavy arms into Lebanon, appearing to acknowledge that the Jewish state carried out the strike. The United Nations says more than 70,000 people have been killed during a two-year revolt against Syrian President Bashar al-Assad, which began as peaceful protests but turned violent when Assad's forces cracked down on the demonstrations. With nearly 1 million Syrian refugees flooding neighboring [Turkey](http://www.reuters.com/places/turkey), Jordan, Iraq and Lebanon as the conflict worsens, the United Nations has warned that the fighting has developed sectarian overtones and could engulf the region. Russia's U.N. Ambassador Vitaly Churkin, president of the Security Council for March, said the security situation between Syria and Israel was also being threatened by "a very new and dangerous phenomenon" of armed groups operating in a so-called area of separation in the Golan Heights between the countries. Israel captured the Golan Heights from Syria in a 1967 war. Syrian troops are not allowed in the area of separation under a 1973 ceasefire formalized in 1974. Israel and Syria are still technically at war. The area is patrolled by U.N. peacekeepers."It's something which potentially can undermine security between Syria and Israel," Churkin told reporters, adding that the U.N. peacekeeping force, known as UNDOF, was unable to cope with the situation. "Unfortunately there is nothing in the UNDOF mandate that allows them or equips them to deal with that situation because they are unarmed observers," Churkin said. Croatia's government said on Thursday that it planned to pull out of UNDOF as a precautionary step following media reports that Croatian arms were being sent to Syrian rebels fighting Assad. Croatia has 98 troops in the 1,000-strong force. The U.N. peacekeeping department is attempting to find replacements for the Croatians but it will not be easy given the tension in the region, U.N. officials told Reuters on condition of anonymity. The U.N. Security Council has been deadlocked on Syria since 2011 over Russian and Chinese refusal to consider sanctions against Assad's government. They have vetoed three resolutions condemning Assad's crackdown on the opposition groups. (Reporting by Michelle Nichols; Editing by Xavier Briand)

#### The US Naval deployment is the only way to stop the escalation- 2 Internal Links:

#### 1st is BMD

#### 4. Naval power makes BMD effective – solves all WMD conflict

Vego, 8’ (Professor of operations at the Naval War College, former commanding officer in the former Yugoslav Navy and former West German merchant marine (Milan N., “On Naval Power”, Joint Forces Quarterly, July 2008, http://www.ndu.edu/press/lib/pdf/jfq-50/JFQ-50.pdf, Deech)

Operations in time of peace encompass routine activities, homeland security, protection of the country’s economic interests at sea, enforcement of maritime treaties, and humanitarian assistance and disaster relief. In general, routine duties include maritime border laws/customs enforcement, hydrographic surveys, oceanographic research, salvage, search and rescue, ordnance disposal, and marine pollution control. For the most part, these tasks are the responsibility of the coast guard, with naval forces employed in a supporting role. The threats to homeland security from across the sea are increasing in both intensity and sophistication. **Specifically, these threats include ballistic missiles, maritime terrorism**, illicit fishing, cross-border illegal immigration, criminal activity in ports/ harbors and at critical installations/facilities ashore, piracy, and trafficking in narcotics, humans, and weapons. The threat of ballistic missiles against ports/airfields and coastal installations/facilities can be countered by creating seabased ballistic missile defense (BMD) systems, as the U.S. Navy is doing. BMD systems **detect and** destroy enemy aircraft and missiles by physically and electronically attacking bases, launch sites, and associated command and control systems. As part of homeland security, they are intended to provide defense against ballistic missiles in the terminal phase of their flight. **3 Maritime terrorism has emerged as a formidable threat** to both civilian and naval vessels. Large commercial ships are easy targets for determined terrorists, and the value of these vessels and cargoes makes them attractive to both regional terrorist groups and international organizations that desire to disrupt the economic lifelines of the industrial world. Compounding the threat is the use of commercial vessels by criminals who are often allied with terrorists. **There is also a possibility that weapons of mass destruction (WMD) could be used as terrorist weapons.**

**2ND** is Peacekeeping:

#### 5. A strong navy is critical to effective peacekeeping

Vego, 8 (professor of operations at the Naval War College, former commanding officer in the former Yugoslav Navy and former West German merchant marine (Milan N., “On Naval Power”, Joint Forces Quarterly, July 2008, http://www.ndu.edu/press/lib/pdf/jfq-50/JFQ-50.pdf, Deech)

Naval forces are most extensively used in support of peace operations, which are military operations to support diplomatic efforts to reach a long-term political settlement. These actions are conducted in conjunction with diplomacy as necessary to negotiate a truce and resolve a conflict. They may be initiated in support of diplomatic activities before, during, or after the conflict. Peacekeeping and peace enforcement are the principal types of peace operations. Peacekeeping operations are designed to contain, moderate, or terminate hostilities between or within states, using international or impartial military forces and civilians to complement political conflict-resolution efforts and restore and maintain peace. These actions take place after the sides in a conflict agree to cease hostilities; impartial observers are normally sent to verify the implementation of the ceasefire or to monitor the separation of forces. Peace-enforcement operations involve diverse tasks as authorized by Chapter VII of the UN Charter. The objective is to compel compliance with resolutions or sanctions that have been adopted to maintain or restore peace or order. The tasks of peace enforcement include implementation of sanctions, establishment and supervision of exclusion zones, intervention to restore order, and forcible separation of belligerents. The aim is to establish an environment for a truce or ceasefire. In contrast to peacekeeping operations, peace-enforcement operations do not require the consent of the warring factions involved in a conflict. When used for peace enforcement, naval forces should have at least limited power projection capabilities and be ready to engage in combat. Naval forces may also be involved in expanded peacekeeping and peaceenforcement operations. These operations are larger than peacekeeping operations and can involve over 20,000 personnel. The consent of the sides in the conflict is usually nominal, incomplete, or nonexistent. These operations include more assertive mandates and rules of engagement, including the use of force under Chapter VIII of the UN Charter. 8 Expanded peacekeeping/peace-enforcement operations are conducted with strictly limited objectives, such as protecting safe-flight or no-fly zones or relief deliveries. If too intrusive, the operations are likely to draw multinational forces into open hostilities; the naval forces would then have to be either pulled out or committed to full-scale combat.

#### 6. Peacekeeping prevents great power wars

Dean 95 (Adviser on international security issues for the Union of Concerned Scientists (Dean, Jonathan. (P articipated in East-West arms control negotiations and worked with U.N. peacekeepers in the field and in the State Department) “A stronger U.N. strengthens America,” Bulletin of the Atomic Scientists. Chicago: Mar 1995. Vol. 51, Iss. 2; pg. 45Ebscohost)

Experts throughout the world expect growing population pressures and increasing environmental stress to develop over the coming decades into intense, far-reaching social unrest and regional conflict. Economic development is the solution, however slow and uncertain it may be in coming. But the world also needs effective regional conflict-prevention procedures. Left on its own, regional violence can lead to confrontation and even war between the great powers, including the United States, as might occur, for example, in the event of conflict between Ukraine and Russia or between China and its neighbors. In the final analysis, unchecked regional violence and the fear of further violence will lead more states to develop nuclear weapons. In past decades, this process occupied in Israel, South Africa, India, Pakistan, Iraq, and presumably, in North Korea. A world with 20 or 80 nuclear weapon states would not only make a more effective global security system impossible, it would lead the present nuclear weapon states to modernize and increase their weapons—and it would markedly increase the vulnerability of the United States to direct attack. Instead of shrugging at human fallibility, accepting war as inevitable, and reacting after it happen, U.S. policy should aim at establishing an international peacekeeping system that can head off an increasing number of conflicts.

head off an increasing number of conflicts.

#### The impending war has a laundry list of impacts:

#### 1st: Israel-Syria conflict draws in Iran and escalates to World War III

Chossudovsky, 12’ (Michel Chossudovsky, an award-winning author, Professor of Economics at the University of Ottawa, “War in Iran will Trigger WWIII”, <http://www.globalresearch.ca/a-war-on-iran-will-trigger-world-war-iii/5305791>, September 24, 2012)

Both the US and Israel have threatened to implement a preemptive first strike attack against Iran, the consequences of which would be devastating.¶ Responding to these ongoing threats, Iran’s Commander of the Islamic Revolution Guards Corps (IRGC) General Amir Ali Hajizadeh has warned that a US-Israeli military attack against Iran could lead to the outbreak of a Third World War. He also intimated that Israel cannot launch a war without the green-light from the US.¶ If such a war were to be launched, according to General Hajizadeh, a scenario of uncontrolled military escalation is likely to occur. If attacked, Iran would retaliate against both Israeli and US targets including US military facilities in neighboring countries (ie. Iraq, Afghanistan, Pakistan, Gulf States):¶ Commander of the Islamic Revolution Guards Corps (IRGC) Aerospace Force General Amir Ali Hajizadeh warned the US and the Zionist regime [Israel] that an attack on Iran will likely trigger World War III.¶ Speaking to the Arabic news network, Al-Alam on Sunday, General Hajizadeh said the US and the Israeli regime may not enter war with Iran “independent from each other, meaning that either one of these two starts the war, it will be joined by the other one”.¶ “We see the US and the Zionist regime standing fully on the side of each other and we cannot imagine the Zionist regime initiating a war without the US backup. Due to the same reason, if a war breaks out, we will definitely wage battle on both sides and will definitely be engaged with the US bases,” he said.¶ “In case such conditions arise, a series of incidents will take place which will not be controllable and manageable and such a war might turn into a third world war. That means, certain countries may enter the war for or against Iran,” added the general.

#### 2nd: Syrian conflict alone escalates to great power war

Hamilton, 12’ (Writer for the Chicago Tribune, from Reuters! (Douglas, Russia-America tussle over Syria evokes Cold War, June 13, 2012,<http://articles.chicagotribune.com/2012-06-13/news/sns-rt-us-syria-coldwar-israelbre85c10w-20120613_1_cold-war-syrian-president-bashar-civil-war>)

TEL AVIV (Reuters) - The world could slip back into a Cold War over Syria and the sprawling Arab country could break up into two or three warring parts, with unforeseeable consequences for the Middle East, a senior Israeli military commander said.¶ "Support for (Syrian President Bashar) Assad from Russia and China is taking us back to the Cold War," he said this week, on condition of anonymity. "The world is not a one-man show."¶A regional proxy war is already under way in Syria, he said, with direct, daily, on-the-ground support for Assad from his allies in Iran and Lebanon's heavily-armed Hezbollah movement.¶ "There can be real chaos. It can take years," he said.¶The 15-month-old conflict in Syria has grown into a full-scale civil war, the U.N. peacekeeping chief said on Tuesday.¶Hundreds of civilians, rebels and members of Assad's army and security forces have been killed since a ceasefire deal brokered two months ago was meant to halt the bloodshed.¶ Russia and China backed the United Nations plan to send in military observers to check on adherence to the truce, but have refused to consider Western calls for a U.N. Security mandate that would authorize force, including military intervention.¶ The West has repeatedly said it has no plan to intervene, but has not ruled it out.¶"In Syria, a proxy war is under way with Iran supplying arms to its Alawite client and Turkey actively arming the opposition," says Can Kasapoglu, a Turkish analyst who is currently a visiting fellow at Israel's Begin-Sadat think tank.¶ The rebel Free Syrian Army is getting support from Sunni states Turkey, Saudi Arabia and Qatar, all allies of Washington.¶ Recent video of spectacularly successful attacks destroying Syrian tanks suggests the rebels may have obtained modern anti-tank weapons more powerful than rocket-propelled grenades.¶ Washington says Russia may be sending attack helicopters to its ally Syria. Claims by Moscow that its arms transfers to Syria are unrelated to the conflict are "patently untrue," U.S. Secretary of State Hillary Clinton said on Tuesday.¶ Russia's foreign minister Sergei Lavrov on Wednesday defended his country's sale of arms to Syria, an ally for decades where Moscow has Mediterranean port facilities.¶ Washington Said it stood by Secretary Clinton's comments.¶ PROXY WARS¶The tussle is reminiscent of Cold War diplomacy when proxy wars were frequently in the background. The superpowers, who could not risk a direct nuclear-armed confrontation between each other, battled for hegemony by involvement on warring sides in third countries.¶ From 1945 to the collapse of Soviet communism in 1989 there were proxy wars in Greece, Korea, Vietnam, Lebanon, Afghanistan, Angola, Mozambique, Cuba, El Salvador and Nicaragua.¶ In the post-Cold War world, America was the only superpower, but spheres of influence were heeded.¶Moscow did not take on NATO when its former Yugoslav ally Serbia was bombed by the Western alliance in 1999 over the civil war in Kosovo, or when the Western allies led by Washington invaded Iraq in 2003.¶In the former Soviet republic of Georgia, Russia was able to successfully back its secessionist allies militarily without triggering a war with the United States.¶ In Libya last year, however, Moscow was stung by NATO's military intervention under a U.N. mandate it believed had been stretched beyond the limits it had agreed to.¶ Israel sees the Syrian civil war becoming part of the struggle for dominance in the Arab world between Sunni and Shi'ite Muslims. "Shia are only 20 percent of Muslims in the world but have taken the lead away from the Sunnis," he said.¶ FLASHPOINT¶ "Assad has seen the death of Gaddafi in Libya and the fate of Mubarak in Egypt and he understands he has no choice. He knows his Alawite minority will be slaughtered," the officer said. "We all know the end of the story. We just don't know the chapters."¶ The question is who might grab the lead in "this Sykes-Picot country", he said, referring to Syria's creation by colonial powers Britain and France after the First World War, on what look like arbitrary geographical lines that disregard tribal and ethnic distinctions.¶ "Who will replace Assad? Will it be all those doctors in Europe (Syrian National Council in exile) or will it be al Qaeda?" said the officer, adding U.S. ally Saudi Arabia was very concerned.¶ "It is not a nation state like Iran and Egypt are. It can become two or three states."¶ The risks of a regional war were clear, he said, as key U.S. Middle East ally Israel faces the possibility of its sworn enemy Iran becoming a nuclear-armed state and contemplates whether military action will be needed in the end to stop it.¶ Israel has to be prepared, he said.¶ "You don't know what will trigger it, buteverything is ready for a big, big fire. You don't know who will strike the match."

#### 3rd: Syria threatened to use bioweapons if war with any country escalates Associated Press, 12’ (<http://www.cbsnews.com/8301-202_162-57497394/syrian-minister-warns-u-s-against-intervention/>) The conflict in Syria already has dragged on for 1 1/2 years and killed some 20,000 people, according to activists. It is widely thought that Syria possesses extensive chemical and biological weapon stockpiles, and it has threatened to use them if the country comes under foreign attack.

#### Bio – Weapons cause extinction Matheny, 07’ (Jason G. Matheny, Department of Health Policy and Management, Bloomberg School of Public Health, Johns Hopkins University, “Reducing the Risk of Human Extinction”, Risk Analysis, Vol. 27, No. 5, 2007) Of current extinction risks, the most severe may be bioterrorism. The knowledge needed to engineer a virus is modest compared to that needed to build a nuclear weapon; the necessary equipment and materials are increasingly accessible and because biological agents are self-replicating, a weapon can have an exponential effect on a population (Warrick, 2006; Williams, 2006). 5 Current U.S. biodefense efforts are funded at $5 billion per year to develop and stockpile new drugs and vaccines, monitor biological agents and emerging diseases, and strengthen the capacities of local health systems to respond to pandemics (Lam, Franco, & Shuler, 2006).

# \*\*\* 1AC Plan

#### Plan: The United States federal government should substantially increase its investment in inland waterways.

# \*\*\* 1AC Solvency

#### Inland waterway modernization accesses new markets post-Panama Canal expansion

Len Boselovic, award winner for business and investigative reporting, 3/18/2012, Pittsburgh Post (“THE NATION'S LOCKS AND DAMS, INCLUDING 23 IN REGION, ARE ON THE BRINK OF FAILURE, ACCORDING TO U.S. ARMY CORPS OF ENGINEERS”)

Industry officials say more reliable locks and dams could boost U.S. exports, a critical element of President Barack Obama's economic recovery plan.¶ They point to an expansion of the Panama Canal that will allow more and bigger ships to pass through the canal, which links the Caribbean Sea with the Pacific Ocean. The Panama project could benefit American coal and grain producers eyeing booming markets in Asia if they can efficiently ship products down the Ohio and Mississippi rivers to New Orleans for export.¶ "How can we double exports in five years if our transportation system can't support that?" Mr. Hettel asks.¶ The Waterways Council, an industry group representing carriers and shippers, estimates the Panama Canal expansion is the equivalent of six Olmsteds, the Corps' $3.1 billion project on the Ohio River plagued by cost overruns and construction delays.¶ Mr. Steenhoek, of the Soy Transportation Coalition, notes that unlike Olmsted, the canal project -- run by the Panamanian government that took control of the canal from the United States at the end of 1999 -- is on budget and is expected to be completed on time in 2014.¶ "The country that built the Panama Canal has a lot to learn from the country that is operating the Panama Canal," he said.

#### No other system can replace waterways

Kruse et al., Director at the Center for Ports and waterways, 2011 (“America’s Locks & Dams: “A Ticking Time Bomb for Agriculture?”, [www.unitedsoybean.org/wp-content/uploads/Americas\_Locks\_And\_Dams.pdf](http://www.unitedsoybean.org/wp-content/uploads/Americas_Locks_And_Dams.pdf))

A recent report by the USDA and the U.S. Department of Transportation (USDOT) thoroughly examined the issues surrounding rail capacity for agricultural shipments.17 In the absence of barge transportation, moving many agricultural products to market in an efficient and (next-best) cost-effective manner would require adequate rail capacity. Because agricultural shippers are price-takers, who receive a price for their commodity net of transportation costs, increased transportation costs come directly out of producer incomes. Barge has the least transportation cost, followed by rail, while the most expensive is typically truck.¶ Agricultural shippers and consumers have been concerned about the capacity of railroads to serve their needs for several years. Forecasts of demand for rail transportation for growing fields such as energy and intermodal transportation predict increasing demand system wide. Some studies, such as one by Cambridge Systematics, indicate that railroads currently have few constraints in infrastructure capacity.18 The same study found that capacity would be constrained in the future unless investments are made in infrastructure. The recession, however, delayed the effect of such constraints as much as five years. Another report by Christensen Associates states that although predictions by individual researchers and agencies vary, the overall growth of traffic is widely accepted and only the magnitude of growth is in question.19 The magnitude may be determined largely by railroad pricing policies, which can either encourage or discourage traffic growth.¶ Rail capacity requirements must be examined in light of the characteristics of agricultural movements rather than aggregate models and investment strategies. The production and marketing characteristics of agricultural products create special needs and different criteria to evaluate capacity. Testimony and shipper complaints emphasize the seasonal needs of agriculture, the density of those movements in specific corridors, and the perishable nature of the products being moved.

#### Federal leadership key

Jackson ‘7

USAWC STRATEGY RESEARCH PROJECT LEVERAGING THE STRATEGIC VALUE OF THE U.S. INLAND WATERWAY SYSTEM by Colonel Donald E. Jackson, Jr. United States Army

The inland waterway system of the United States stands as a minimally exploited system that, if optimized, could help eliminate the congestion of overland transport, pollution, and provide a low cost alternative to long haul passages.78 The USDOT should aggressively promote inland waterways as an effective alternative to overland transportation. U.S. Inland Waterway System stakeholders must embrace emerging technologies that more efficiently manage traffic on inland waterways to mitigate lock-imposed delays. An intra-governmental approach to managing national water resources must be better integrated at the local, state, and federal level, eliminating political impediments to system efficiency. Integrated planning to effectively link the national transportation network with state and local intermodal infrastructure must be encouraged and managed strategically. The federal government must lead efforts to develop adequate funding strategies, seeking public-private collaboration, to maintain the investment streams that support new construction, operations, and maintenance of the inland waterway system, making it a reliable and affordable means of transportation in the future. Inland waterway infrastructure must be prioritized and resources focused on the most value added gateways supporting objectives of the national freight transportation system. Overall the system should be repaired and modernized and, in certain cases, enlarged to meet the industry standard requirement for locks of 1200 feet. The federal government and the USDOT, using an interagency approach, must continue to develop transportation strategies that encourage the balanced growth of each industry sector, leading leads to more effective integration of inland waterway transportation. The USTRANSCOM deployment and distribution model should be commercially replicated at the national level to highlight alternative freight transportation planning opportunities that leverage the capabilities of each transport mode. The USDOT must provide shippers incentives for increased use of inland waterways, expanding container-onbarge opportunities to alleviate congestion and increase capacity of the freight transportation system at the national level.