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## General Environment Advantage CPs

### Clean Water Fund CP

#### Text: The USFG should provide necessary funding for the Clean Water Fund.

#### Clean Water Funds are proven to be successful, yet lack funding

Water World. “Clean Water fund investments on track according to state report.” Feb 13, 2012. <http://www.waterworld.com/index/display/news_display/1604045819.html>

The Minnesota Pollution Control Agency issued the following news release: Minnesota agencies that receive Clean Water Fund dollars released their first collaborative report today, indicating the state is on track with its investments so far, though many challenges remain. For example, the report found that: . For every state dollar invested in implementation activities such as improvements to municipal sewage plants and buffers to control agricultural runoff, an additional $1.45 was leveraged through local and federal partnerships. . Although the pace of activities to restore polluted lakes and streams is being accelerated by Clean Water Funds, requests for clean-up funds are about three times greater than what is available. . Drinking water protection efforts are on track, but there is a growing concern about nitrate levels in new wells and in certain vulnerable aquifers. "This report reflects the acceleration and enhancement of water resource management made possible by the Clean Water Fund," said Rebecca Flood, assistant commissioner at Minnesota Pollution Control Agency. Money in the Clean Water Fund comes from the Clean Water, Land and Legacy Amendment that Minnesotans passed in 2008. The Legacy Amendment increased the state sales tax by three-eighths of 1 percent beginning on July 1, 2009 and continuing until 2034. Thirty-three percent of the revenue is distributed to the Clean Water Fund. Approximately $152 million was invested in the first two years for water management activities like monitoring, planning and on-the-ground restoration and protection activities. The report helps Minnesotans understand connections between Clean Water funds invested, actions taken and outcomes achieved in 2010-2011. The 18 measures in the report provide a snapshot of how Clean Water Fund dollars are being spent and the progress that's been made. The measures are organized into three sections: investment, surface water quality, and drinking water protection. These measures are part of a larger set that will be used to consistently track and report clean water outcomes over the life of the amendment. Each measure has a status ranking and trend information. Of the 18 measures, status and trends vary; six measures showed improving trends, 11 showed no trend or were too early to assess, and one showed a slightly declining trend. "We understand that people want to see immediate results from Clean Water Fund investments," said Julie Blackburn, assistant director at the Minnesota Board of Water and Soil Resources. "However managing Minnesota's water resources is a long-term endeavor that will take the efforts of many - from state agencies, to local governments to citizens." It is important to note that the report does not include information on other ongoing water-related work as it would be impossible to measure everything in one report or project. This report is the beginning of what is to come over the next 25 years in outcome-based water quality data and information.

### Conservation Reserve Program CP

#### Text: The USFG should expand and fully fund the USDA Conservation Reserve Program Initiative

#### Conservation Reserve Programs are empirically successful at solving soil erosion and prevent economic hardship

United States Department of Agriculture Farm Service Agency (USDA). “USDA Announces new highly erodible cropland initiative for Conservation Reserve Program.” Feb. 21, 2012.

<http://www.fsa.usda.gov/FSA/printapp?fileName=nr_20120221_rel_0062.html&newsType=newsrel>

Agriculture Secretary Tom Vilsack has announced a new conservation initiative to protect up to 750,000 acres of the nation’s most highly erodible croplands. Vilsack made the announcement via video to attendees of the National Pheasant Fest and Quail Classic, held Feb. 17-19 in Kansas City, Mo. The new initiative will assist producers with targeting their most highly erodible cropland (land with an erodibility index of 20 or greater) by enabling them to plant wildlife-friendly, long-term cover through the Conservation Reserve Program (CRP).   Producers can enroll land on a continuous basis beginning this summer at their local Farm Service Agency (FSA) county office. With the use of soil survey and geographic information system data, local FSA staff can quickly determine a producer’s eligibility for the initiative.   “As we work towards President Obama’s vision for an economy that is built to last, America’s natural resources must play an important role. Lands in CRP help support strong incomes for our farmers and ranchers and are the source of good middle class jobs related to outdoor recreation, hunting, and fishing,” said Vilsack. “This announcement will strengthen CRP by focusing on protecting the most environmentally sensitive land. It targets limited resources where they can make the most difference for farmers, ranchers and to drive economic growth. I urge landowners who have highly erodible land to visit their county office to learn more about this program.”   Lands eligible for this program are typically the least productive land on the farm. In many cases the most cost-effective option to reduce erosion is to put the land into a wildlife friendly cover, which will improve habitat and reduce sediment and nutrient runoff and reduce wind erosion. For 25 years, CRP has improved water and air quality, preserved habitat for wildlife, and prevented soil erosion. Programs such as CRP are important conservation safeguards. They prevent the return of the dust storms of the 1930s and the ravages of unmitigated gully erosions of our past.   CRP is a voluntary program designed to help farmers, ranchers and other agricultural producers protect their environmentally sensitive land. Through this initiative, eligible landowners receive annual rental payments and cost-share assistance to establish long-term, resource conserving covers on eligible farmland. Land can be enrolled on a continuous basis for a period of 10 years. Land currently not enrolled in CRP may be offered in this sign-up provided all eligibility requirements are met. Current CRP participants with eligible land expiring on Sept.30, 2012, may make new contract offers.   CRP has a 25-year legacy of successfully protecting the nation's natural resources through voluntary participation, while providing significant economic and environmental benefits to rural communities across the United States.

### CRP Emissions Net Benefit

#### CP Solves runoff pollution, habitat and biodiversity loss

United States Department of Agriculture Farm Service Agency (USDA). “USDA Announces new highly erodible cropland initiative for Conservation Reserve Program.” Feb. 21, 2012.

<http://www.fsa.usda.gov/FSA/printapp?fileName=nr_20120221_rel_0062.html&newsType=newsrel>

 In addition today’s announcement, USDA will conduct a four-week CRP general signup, beginning on March 12 and ending on April 6. Currently, about 30 million acres are enrolled in CRP.   CRP continues to make major contributions to national efforts to improve water and air quality, prevent soil erosion by protecting the most sensitive areas including those prone to flash flooding and runoff. At the same time, CRP has helped increase populations of pheasants, quail, ducks, and other rare species, like the sage grouse, the lesser prairie chicken, and others. Highlights of CRP include:   CRP has restored more than two million acres of wetlands and two million acres of riparian buffers;   Each year, CRP keeps more than 600 million pounds of nitrogen and more than 100 million pounds of phosphorous from flowing into our nation’s streams, rivers, and lakes.   CRP provides $1.8 billion annually to landowners—dollars that make their way into local economies, supporting small businesses and creating jobs

#### CP empirically solves biodiversity loss

Tom Polansek. “USDA offers farmers more money to idle sensitive land.” March 2, 2012.

<http://www.reuters.com/article/2012/03/02/us-usda-land-crp-idUSTRE8211MU20120302>

U.S. officials said on Friday they would offer higher payments to certain owners of environmentally sensitive farm land if they idle it in a conservation program instead of using it to grow crops. The offer from the U.S. Department of Agriculture is an attempt to slow an exodus of millions of acres from conservation programs at a time when high crop and land prices are enticing farmers to put the land into production. Increased payments will be available to owners of up to 1 million acres of the highly sensitive grasslands and wetlands under a new initiative that is part of the federal Conservation Reserve Program, or CRP. The move solidifies a shift in the government's strategy to protect the environment by focusing its resources on the most sensitive land, instead of simply pursuing a large quantity of acres for conservation. "With high crop prices, this approach to target our most sensitive lands is essential if we want to maintain the substantial benefits of CRP," Agriculture Secretary Tom Vilsack said. Some 6.5 million acres of land could return to tillage when CRP contracts expire this fall. That's one-fifth of the land in the government's program and one of the largest turnovers ever for the reserve, created in 1985 during an agricultural recession. Land is typically enrolled into CRP for 10 or 15 years and can then be re-enrolled. To encourage producers, the USDA will increase a one-time signing bonus for CRP to $150 per acre from $100. The increase will be available to approved owners of land featuring wetlands, certain kinds of birds and other species. The department previously announced that a general sign-up program for farmers who want to put land into CRP will start this month. Another conservation program that targets highly erodible land will begin this summer. Officials hope the latest program will convince farmers to enroll or keep the most sensitive land in the program even if they put some formerly idle land back into production, said Robert Bonnie, USDA's senior advisor on conservation and natural resources. "We're trying to provide options to land owners," he said. Environmental groups applauded USDA's decision to increase the one-time payment and focus its efforts on the most sensitive land. Among other benefits, CRP contributed to a net increase of about 2 million additional ducks per year, or a 30 percent increase in duck production, since 1992 in North Dakota, South Dakota and northeastern Montana, according to an estimate from the U.S. Fish and Wildlife Service. "No matter how staggeringly impressive the wildlife, water quality, flood mitigation and soil benefits of CRP are to society, the program needs to make sense to a farmer's bottom line in order for CRP to succeed," said Dave Nomsen, vice president of government affairs for wildlife groups Pheasants Forever and Quail Forever. Still, farmers said it would be difficult to resist the pull of crop prices that are historically high due to strong global demand. High commodity prices have supported a surge in land values, which means farmers can also make a profit renting acres to other growers for production. "What's coming out (of CRP) will probably go back into production," said Jeff Enger, who farms about 6,000 acres of corn and soybeans in North Dakota. "We finally got a profit in farming."

#### CP solves warming through carbon sequestration

United States Department of Agriculture Farm Service Agency (USDA). “USDA Announces new highly erodible cropland initiative for Conservation Reserve Program.” Feb. 21, 2012.

<http://www.fsa.usda.gov/FSA/printapp?fileName=nr_20120221_rel_0062.html&newsType=newsrel>

CRP is the largest private lands carbon sequestration program in the country. By placing vulnerable cropland into conservation, CRP sequesters carbon in plants and soil, and reduces both fuel and fertilizer usage. In 2010, CRP resulted in carbon sequestration equal to taking almost 10 million cars off the road.   In 2011, USDA enrolled a record number of acres of private working lands in conservation programs, working with more than 500,000 farmers and ranchers to implement conservation practices that clean the air we breathe, filter the water we drink, and prevent soil erosion. Moreover, the Obama Administration, with Agriculture Secretary Vilsack’s leadership, has worked tirelessly to strengthen rural America, implement the Farm Bill, maintain a strong farm safety net, and create opportunities for America’s farmers and ranchers. U.S. agriculture is currently experiencing one of its most productive periods in American history thanks to the productivity, resiliency, and resourcefulness of our producers.

### Cellulosic Ethanol CP

#### Text: The USFG should fund cellulosic ethanol switchgrass.

#### Cellulosic Ethanol solves emissions and 30% of total oil dependency

M. R. Schmer, K. P. Vogel,\*† R. B. Mitchell,\* and R. K. Perrin. “Net energy of cellulosic ethanol from switchgrass.” 2008. [http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2206559/](http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2206559/%20%20)

Estimated average greenhouse gas (GHG) emissions from cellulosic ethanol derived from switchgrass were 94% lower than estimated GHG from gasoline. This is a baseline study that represents the genetic material and agronomic technology available for switchgrass production in 2000 and 2001, when the fields were planted. Improved genetics and agronomics may further enhance energy sustainability and biofuel yield of switchgrass.A renewable biofuel economy is projected as a pathway to reduce reliance on fossil fuels, reduce greenhouse gas (GHG) emissions, and enhance rural economies (1). Ethanol is the most common biofuel in the U.S. and is projected to increase in the short term because of the voluntary elimination of methyl tertiary butyl ether in conventional gasoline and in the long term because of U.S. government mandates (2, 3). Maize or corn (Zea mays) grain and other cereals such as sorghum (Sorghum bicolor) are the primary feedstock for U.S. ethanol production, but competing feed and food demands on grain supplies and prices will eventually limit expansion of grain-ethanol capacity. An additional feedstock source for producing ethanol is the lignocellulosic components of plant biomass, from which ethanol can be produced via saccrification and fermentation (4). Dedicated perennial energy crops such as switchgrass, crop residues, and forestry biomass are major cellulosic ethanol sources that could potentially displace 30% of our current petroleum consumption (5). Net energy production has been used to evaluate the energy efficiency of ethanol derived from both grain and cellulosic biomass (6). Typically, studies have used net energy values (NEV), net energy ratios, and net energy yield (NEY) and have compared biofuel output to petroleum requirements [petroleum energy ratio (PER)] to measure the sustainability of a biofuel. In initial analyses, switchgrass was estimated to have a net energy balance of 343% when used to produce biomass ethanol (7). More recent energy model analyses that used simulated biomass yields and estimated agricultural inputs indicate that switchgrass could produce >700% more output than input energy (8–10), whereas GHG have been assumed to be near zero (1) or estimated to be slightly positive (8) for ethanol derived from switchgrass. Lignocellulosic feedstocks such as switchgrass, woody plants, and mixtures of prairie grasses and forbs have been proposed to offer energy and environmental and economic advantages over current biofuel sources, because these feedstocks from perennial plants require fewer agricultural inputs than annual crops and can be grown on agriculturally marginal lands

#### Cellulosic ethanol is the most feasible and cost-effective alternative energy source

Barry D Solomon. “Grain and cellulosic ethanol: History, economics, and energy policy”; Solomon is part of the Environmental Policy Program, Department of Social Sciences, Michigan Technological University. 2007. [http://www.sciencedirect.com/science/article/pii/S0961953407000396](http://www.sciencedirect.com/science/article/pii/S0961953407000396%20)

The last decade the subsidization of grain-based ethanol has been increasingly criticized as economically inefficient and of questionable social benefit. In addition, much greater production of ethanol from corn may conflict with food production needs. A promising development is the acceleration of the technical readiness of cellulosic alcohol fuels, which can be produced from the woody parts of trees and plants, perennial grasses, or residues. This technology is now being commercialized and has greater long-term potential than grain ethanol. Cellulosic ethanol is projected to be much more cost-effective, environmentally beneficial, and have a greater energy output to input ratio than grain ethanol. The technology is being developed in North America, Brazil, Japan and Europe. In this paper, we will review the historical evolution of US federal and state energy policy support for and the currently attractive economics of the production and use of ethanol from biomass. The various energy and economic policies will be reviewed and assessed for their potential effects on cellulosic ethanol development relative to gasoline in the US. While US interest in fuel ethanol has grown since the oil crises of the 1970s, its use in gasoline blends accounted for only 2.8 percent of total fuel use in motor vehicles in 2005. Although ethanol (i.e., ethyl alcohol) has the advantage of being derived from domestic resources, its use for fuel has often been criticized as technically, economically and environmentally undesirable. Even so, interest in alternative transportation fuels is growing for two main reasons: oil supply insecurity and its impending peak, and the imperative to lower carbon dioxide (CO2) emissions from fossil fuel use in order to stave off adverse global climatic change. Several alternative fuels and engines for the transport sector have been assessed in detail in recent years. These include electric and hybrid-electric vehicles (HEVs), compressed natural gas (CNG), hydrogen-fuel cells, and biomass fuels. While electric and CNG vehicles are available on a small scale their driving range is limited, severely restricting their consumer appeal. Hydrogen-fuel cell vehicles exist as prototypes, but they are extremely expensive and will be impractical for a decade or more. This leaves HEVs and biomass fuels as the most cost-effective alternatives to oil in the near term (Table 1 below lists the various acronyms used in this paper and explains what each stands for). HEVs are attractive, as they increase fuel use efficiency and thus help to stretch petroleum resources and lower CO2 emissions. Only sustainable biomass fuels however, such as ethanol and bio-diesel, can directly decrease oil reliance. There are several ways to make biomass fuels, as well as alternative alcohol products. For example, in the 1970s methyl alcohol (methanol) received as much consideration as ethanol. Both fuels can be produced from food crops and biomass, as well as from fossil fuels.

#### CP solves emissions and provides a sustainable and diverse set of input sources

Barry D Solomon. “Grain and cellulosic ethanol: History, economics, and energy policy”; Solomon is part of the Environmental Policy Program, Department of Social Sciences, Michigan Technological University. 2007. [http://www.sciencedirect.com/science/article/pii/S0961953407000396](http://www.sciencedirect.com/science/article/pii/S0961953407000396%20)

The first option, in wide use today, is to convert the starchy part of foods such as corn into ethanol through the following seven steps: milling, liquefaction, saccharification, fermentation, distillation, dehydration and denaturing. When sugarcane is used (e.g. in Brazil) only four or five steps are required: milling, pressing, fermentation and distillation, plus dehydration in the case of alcohol blends. The other option is lignocellulosic or cellulosic ethanol, which is currently being commercialized. This process converts the woody part of trees, plants, grasses or residues into sugars and then ferments the sugars into ethanol. Over 95 percent of ethanol production in the US comes from corn, with the rest made from wheat, barley, milo, cheese whey, and beverage residues. This path to ethanol production has been criticized, often erroneously, for having an unfavorable net energy balance and significant arable land and water requirements. While corn-based ethanol has several important environmental impacts, including soil erosion, loss of biodiversity, and higher volatile organic compound and NOx pollution, it does result in a positive energy return on investment and a 10–15 percent reduction in CO2 emissions. These results are more favorable for sugarcane-based ethanol in Brazil. Given land use concerns it is unlikely that grain ethanol can grow from its current US output of 19 hm3 (5.1 Ggal (Giga=109)) year−1 to much more than three times that level, even with increased agricultural productivity. For one thing, over half of the US corn crop is needed as feed grain for livestock as compared to 17 percent for ethanol. Fortunately cellulosic ethanol has the potential to be superior on all of these dimensions except for conventional air pollution. Its advantages are that it can reduce net CO2 emissions to almost zero, and that it can be derived from a diverse, widespread resource base. For instance, it can be made from tree species such as hybrid poplar, willow, silver maple and black locust; wood residues including chips and sawdust; construction site residues, municipal residues (MSW), paper and sewage sludge; corn stover, corn and sugarcane processing residues; cereal straws such as wheat, oat, barley and rice; and grasses such as switchgrass, sorghum, reed canary grass, and miscanthus.

### CP Solves - HSR

#### CP solves comparatively better than High Speed Rail – avoids fossil fuel dependency

Tony Bosworth. Campaigner for Friends of the Earth. 2011. .http://www.cnn.com/2011/11/18/world/how-green-is-hsr/index.html

Across the world governments are looking to high speed rail to provide fast, modern transport systems fit for the 21st century. By the end of 2012 China is expected to have more high speed rail lines than the rest of the world combined, while President Obama aims to give 80 per cent of Americans access to fast rail travel within 25 years. But if governments want high speed rail to spearhead the drive towards a cleaner transport system they must look further than simply providing faster trains. The UK is currently mulling over a high speed rail link between London and Birmingham, a city about 160 kilometers north-west of the capital. But according to official estimates, it's unlikely to lead to significant carbon dioxide cuts -- and may even increase climate-changing emissions. So what's stopping high speed rail being a major part of a greener transport future in Britain? Over two thirds of the world's electricity comes from fossil fuels so until (or unless) power stations are weaned off fossil fuels, electric trains will still have a significant climate impact. Tony Bosworth First there's the electricity to power the trains. Over two thirds of the world's electricity comes from fossil fuels so until (or unless) power stations are weaned off fossil fuels, electric trains will still have a significant climate impact -- although rail travel is still better than flying or driving. Secondly, will high speed rail entice people off the roads and short-haul flights? French TGVs and the Channel Tunnel rail link have succeeded, but official calculations estimate that only 16 per cent of anticipated passengers for the London to Birmingham line will have swapped from planes or cars. One of the main factors is cost. Despite soaring fuel prices, motoring and flying are still expected to be cheaper than high speed rail. If faster rail travel is to become a realistic alternative it must be affordable too. The UK's high speed rail link is expected to cost a whopping $54 billion. But living as we do in cash-strapped times there's surely a strong case for investing some of that that money in less grandiose, but more effective, projects.

### Keystone XL CP

#### Text: The United States Federal Government should construct and operate the Keystone XL pipeline.

#### Keystone XL solves US foreign oil dependence

Kathleen Petty. “Dewhurst says Keystone XL Pipeline needed to decrease America's foreign oil dependency” February 24, 2012. [http://www.mywesttexas.com/top\_stories/article\_fe7651e5-9398-5373-9532-7290e2f36587.html](http://www.mywesttexas.com/top_stories/article_fe7651e5-9398-5373-9532-7290e2f36587.html%20)

Passing legislation that will allow to develop the Keystone XL pipeline is instrumental in weaning America from its dependency on Middle Eastern oil, Lt. Gov. David Dewhurst said Wednesday. "I have long wanted to end America's dependence on foreign oil," he said, speaking during an interview at the Reporter-Telegram. "The Keystone pipeline provides 20 percent of what we need to end our demand." President Barack Obama rejected the proposed pipeline, but TransCanada Corp.'s Keystone XL could re-submit its application with tweaks to the pipeline route. Both Dewhurst and fellow Senate candidate Ted Cruz blame Obama for not signing a deal they say would have created jobs, revenue and a decrease in purchasing of oil from foreign countries, particularly in the Middle East. Obama has responded to criticizing Republicans during speeches by saying he's supporting domestic exploration for oil, the development of alternative energies and nuclear facilities and other possibilities. Dewhurst said the idea that Obama has done anything supportive of the oil and gas industry is laughable. "President Obama's claim of supporting oil and gas activity is disingenuous and insulting," he said. "Here's a man who seemingly hates hydrocarbons. Here's a man who has helped propose numerous taxes on the oil and gas industry and restricted their drilling. President Barack Obama is no friend of the oil and gas industry. I know, because I've been in the oil and gas industry for almost the entirety of my career." Cruz agreed and said in a statement that Obama's decision is another example of his policies that over-regulate and stunt economic growth. "President Obama's decision killed tens of thousands of jobs with the stroke of a pen," he said. "The president could do the right thing and let construction of the pipeline proceed, which would transport hundreds of thousands of barrels of oil from Canada to U.S. refineries. But, unfortunately, we've seen this before: The president has engaged in a three-year war on jobs. And, the American people have paid the price."

#### CP solves oil dependency and the economy – increasing global supply is the only way to curb volatility while decreasing unemployment

National Petroleum News (NPN). “Refiners to U.S. House: High crude oil prices drive high gasoline prices” March 28, 2012. [https://www.npnweb.com/ME2/dirmod.asp?sid=901D2CC3506F4C1187DF5BE4A8A2C0FF&nm=&type=MultiPublishing&mod=PublishingTitles&mid=8F3A7027421841978F18BE895F87F791&tier=4&id=4D1DB78127494E7CBB83363976B04A70](https://www.npnweb.com/ME2/dirmod.asp?sid=901D2CC3506F4C1187DF5BE4A8A2C0FF&nm=&type=MultiPublishing&mod=PublishingTitles&mid=8F3A7027421841978F18BE895F87F791&tier=4&id=4D1DB78127494E7CBB83363976B04A70%20%20)

High crude oil prices are the primary factor behind high gasoline prices, American Fuel & Petrochemical Manufacturers President Charles T. Drevna told a House subcommittee. The most effective actions to help U.S. consumers would be to increase U.S. oil production, increase oil imports from Canada and reduce overregulation, Drevna said. Drevna noted that, according to the U.S. Energy Information Administration, "only six cents of every dollar that Americans pay for gasoline goes to the refining industry that AFPM represents. The cost of crude oil accounts for 76 cents, followed by taxes at 12 cents, and distribution and marketing also at six cents. "Refiners, as well as petrochemical manufacturers, are the first customers of a barrel of oil and the first to be impacted when oil prices rise," Drevna said in written testimony for a March 7 hearing on gasoline prices by the House Subcommittee on Energy and Power. "Refiners don't set the price of oil any more than automakers set the price of steel, bakers set the price of wheat or restaurants set the price of cattle," Drevna added. "Oil is an international commodity that trades in the free market and its price is not controlled by its purchasers." Drevna called on the Obama administration to allow increased exploration and development of vast oil and natural gas resources on federal lands and in federally controlled waters to meet U.S. energy needs, create jobs and improve economic and national security. In addition, Drevna advocated approval of the Keystone XL pipeline to bring 700,000 barrels of oil a day from Canada to Gulf Coast refineries. Drevna said overly burdensome and conflicting government regulations threaten U.S. competitiveness. He said some regulations are not doing anything to protect the environment but only jeopardize jobs and raise consumer costs. Examples of these are Tier 3 regulations to reduce sulfur in gasoline, greenhouse gas regulations, lengthy permitting delays, and requirements under the Renewable Fuel Standard involving biofuels, Drevna said. Oil prices have risen recently because of concerns about the future of Iranian oil production, increased oil demand in developing nations and the decline in the value of the U.S. dollar, Drevna said. "Historically, the best mechanism available to address high crude oil prices has been to take actions to increase the global crude oil supply," Drevna said. "When America has taken such actions in the past, it has sent a message to the market that our country is serious about meeting our energy and national security needs." Drevna said U.S. exports of refined petroleum products -primarily diesel fuel because there is an excess domestic supply -are benefitting American consumers. He pointed out that America imports about 60 percent of the crude oil the nation needs and is not a net exporter of gasoline. "Exports don't raise gasoline prices," Drevna said. "Rather, exports bring billions of dollars to America, preserve and create jobs, strengthen our economy and reduce our trade deficit. In fact, in allowing domestic refiners to run at higher utilization rates, exports are likely keeping consumer costs from rising further. If all American manufacturers and agricultural interests were prohibited from exporting their products, they would produce less -and that could actually raise consumer prices." AFPM, the American Fuel & Petrochemical Manufacturers (formerly known as NPRA, the National Petrochemical & Refiners Association) is a trade association representing U.S. manufacturers of gasoline, diesel, jet fuel, other fuels and home heating oil, as well as petrochemicals used as building blocks for thousands of vital products in daily life. AFPM members make modern life possible and keep America moving and growing as they meet the needs of our nation and local communities, strengthen economic and national security, and support 2 million American jobs.

### Keystone Oil/Econ Net Benefit

#### CP solves oil dependence and creates jobs by reducing imported oil

William Kelly. “Allen West: Keystone XL pipeline would reduce foreign oil dependence” January 5, 2012. <http://www.palmbeachdailynews.com/news/news/allen-west-keystone-xl-pipeline-would-reduce-forei/nMFLK/>

The Keystone XL oil pipeline would create 20,000 jobs in the nation’s manufacturing and construction sectors, boosting the economy while helping put the United States on the road toward energy independence, U.S. Rep. Allen West told a Rotary Club of Palm Beach audience on Thursday. West cited Iran’s threat to close the key global oil passageway, the Strait of Hormuz, as evidence of the need for the United States to end its dependence on foreign oil. About one-sixth of the world’s oil passes on tankers through the Strait of Hormuz, and analysts have warned the price of Brent crude could temporarily jump to as high as $210 if the strait is closed; the current price is $112.66, according to Oil-Price.net. The U.S. has pledged to keep the shipping route open. Nearly 50 percent of the oil consumed in the United States is imported from foreign countries. The 1,661-mile pipeline would bring tar sands oil from Alberta, Canada, to refineries in Texas. Congress recently passed legislation that contains a provision requiring President Barack Obama to make a decision within 60 days on whether to allow the pipeline.

#### CP solves the economy – oil prices are the key internal link

Pete Olson. “We need a domestic energy solution to reduce dependence on foreign oil” February 18, 2012. <http://thehill.com/special-reports/energy-and-environment-february-2012/209607-we-need-a-domestic-energy-solution-to-reduce-dependence-on-foreign-oil>

With gas prices climbing and projected to rise beyond $4 per gallon by spring, the ripple effects are on the way too. Higher energy costs mean higher food prices, potential job losses for small businesses and less money for families to meet their basic needs. The erratic rise and fall of gas prices is a direct result of poor energy policies and America’s unhealthy reliance on energy from unstable regions of the world. The recent escalation of tensions between Iran and Western nations has resulted in a threat to close the Strait of Hormuz. This strait is a critical pathway for a huge portion of global oil. As a Navy aviator who flew over the Strait of Hormuz, I know firsthand the importance of this region to the world’s energy supply. Iran knows it too, which is why it has threatened to shut down the strait — threats that have a direct impact on today’s oil prices. We know the instability in the Middle East causes volatility in markets. What’s the solution? Reduce our reliance on this region for our oil. America needs a comprehensive energy policy that allows us to develop more of our own resources here at home, allow the Keystone XL pipeline to go forward without delay and give America true energy independence. President Obama has repeatedly declared that America needs an “all-of-the-above” energy strategy. Yet his words do not match his actions. His administration has issued rule after rule to stifle energy production and increase the cost of developing domestic energy. The most recent example is the Bureau of Land Management’s dramatic scaling back of a plan to develop domestic resources by reducing the available acreage for oil-shale and oil-sands development by about three-fourths in Utah, Colorado and Wyoming.

### CP is Bipartisan

#### Keystone has bipartisan public support

Jessica Murphy. Staff Writer. “Americans favour Keystone XL pipeline: poll.” July 2, 2012.

<http://cnews.canoe.ca/CNEWS/Politics/2012/07/02/19942806.html>

It seems the majority of Americans are in favor of building the proposed the Alberta-Texas Keystone XL pipeline. A recent poll published by the Washington Post newspaper indicates Americans are firmly behind energy infrastructure giant TransCanada's plan to ship 700,000 barrels a day of Alberta bitumen to Gulf Coast refineries. Just over 60% of registered voters polled said the government should approve the building of the pipeline. Along party lines, that broke down to 48% support among registered Democrats and 82% among Republican supporters. A full 82% of registered voters polled said they believed it would create jobs, while a minority ­ 34% - were concerned the project would harm the environment. In January, President Barack Obama punted a decision on the controversial pipeline until 2013 ­ after this year's presidential elections - sparking an immediate reaction from the federal Conservative government. Prime Minister Stephen Harper began pitching Alberta crude to energy-hungry Asian economies and his government launched a streamlined environmental review to help speed Canadian pipeline projects like Enbridge's Northern Gateway through the process. Last month, Obama also received a sound chiding by a Canadian and an American academic in the prominent Foreign Affairs magazine for nixing the Keystone XL decision. They pointed to Obama's refusal to green-light the project as a key event in what they view as an unravelling relationship between the two countries. "Obama's choice marked a triumph of campaign posturing over pragmatism and diplomacy, and it brought U.S.-Canadian relations to their lowest point in decades," they write. Critics don't want the pipeline built because they say oil from Alberta is dirty and worry a spill along way would wreak environmental havoc. The project has been in review for over three years. A random U.S. sample of 1,002 adults were surveyed between June 14 and June 17 for the telephone poll. Results have a 3.5 percentage point margin of error.

### CP Solves – Highways and HSR

#### CP solves energy transportation comparatively better than road and rail

Diana Furchtgott-Roth. Senior Fellow at Manhattan Institute for Policy Research. “Pipelines are safest for transportation of oil and gas.” June 2012. <http://www.manhattan-institute.org/html/ir_17.htm>

How does this compare with road and rail? The U.S. Department of Transportation has compared the incident, injury, and fatality rates for oil and gas pipelines with transportation by road and rail for the period 2005 through 2009. Road and rail have higher rates of serious incidents, injuries, and fatalities than pipelines, even though more road and rail incidents go unreported. Table 6 compares incident rates for road, rail, oil and petroleum products, and natural gas transmission. Rail had the highest rate of incidents, with 651 per billion ton miles per year. This was followed by road, with 20 per billion ton miles per year. Natural gas transmission came next, with 0.89 per billion ton miles. Oil products were the safest, with 0.61 serious incidents per billion ton miles. With respect to pipeline systems, natural gas transmission lines had the lowest average fatality rate for operator personnel and the general public between 2005 and 2009, as can be seen from Table 7, with a rate of one person killed per year. This was followed by oil and rail, with an average of 2.4 people per year. The highest is road, with an average of 10.2 people a year. This is not because members of the public are killed due to road accidents with oil trucks. Only 1.4 members of the public, on average, were killed annually, but an average of 8.8 operators died per year. As shown in Table 8, injury rates, defined as numbers of people hospitalized, show a similar pattern. On average, annual injuries for 2005 through 2009 were lowest for oil, at 4 people per year, and natural gas, at 6.2 people per year. The rate was highest for rail, at 25.6 people per year; although this number was heavily biased by the 2005 observation. Road accidents were 21.8 people per year, on average.

#### Keystone XL solves energy transportation and decreases strain on rail and road infrastructure

Diana Furchtgott-Roth. Senior Fellow at Manhattan Institute for Policy Research. “Pipelines are safest for transportation of oil and gas.” June 2012. <http://www.manhattan-institute.org/html/ir_17.htm>

Some claim that pipelines carrying Canadian oil sands crude, known as diluted bitumen, have more internal corrosion, and are subject to more incidents. However, PHMSA data show no incidents of oil releases from corrosion from Canadian diluted bitumen between 2002 and 2010. Oil sands crude has been transported in American pipelines for the past decade. The evidence is clear: transporting oil and natural gas by pipeline is safe and environmentally friendly. Furthermore, pipeline transportation is safer than transportation by road, rail, or barge, as measured by incidents, injuries, and fatalities—even though more road and rail incidents go unreported. Yet, increasing oil and natural gas production is outpacing the transportation capacity of our inadequate national pipeline infrastructure. The Association of American Railroads reports that over the past three years the total share of oil and gas rail shipments has grown dramatically, from 2 percent of all carloads in 2008 to 11 percent in 2011. In 2011 alone, rail capacity in the Bakken area—stretching from southern Alberta to the northern U.S. Great Plains—tripled to almost 300,000 barrels per day. As America continues to ramp up production of oil and natural gas, our pipeline infrastructure becomes more important. We need better pipelines to get oil from North Dakota to the refineries in the Gulf, and natural gas from the Marcellus Shale in Pennsylvania (and New York, should the Empire State allow production to move forward) and the Utica Shale in Ohio to the rest of the country. In the next few years, the Obama administration may allow more states to explore for oil offshore. In addition, Congress might vote to give coastal areas a share of oil drilling revenue, providing a powerful incentive for more drilling. Congress could also form a liability risk pool to allow independent drillers to expand into the Gulf of Mexico. In order for these resources to get where they are needed, America needs more pipelines—the safest way to move fuel.

### Disaster Relief Fund CP

#### Text: The USFG should establish and implement a Disaster Relief Fund.

#### Current Disaster Relief funds are insufficient

The National Commission on Fiscal Responsibility and Reform (NCFRR). “The Moment of Truth.” December 2010. <http://www.usatoday.com/news/_photos/2010/12/01/TheMomentofTruth.pdf>.

Yet federal budgets rarely set aside adequate resources in anticipation of such disasters, and instead rely on emergency supplemental funding requests. The Commission plan explicitly sets aside funds for disaster relief and establishes stricter parameters for the use of these funds. The disaster fund budget authority (BA) will be limited to the rolling average of disaster spending in the most recent 10 years, excluding the highest and lowest year. Any unused budget authority will be rolled forward to increase the disaster fund BA available in the following year. Any spending above the disaster fund limit must be offset with reductions in spending or subject to a 60-vote point of order (and all other requirements established for regular emergency spending). The Commission recommends codifying a strict definition of what qualifies as a disaster, and requiring Congress and the President to separately designate spending as an emergency and as necessary for the purposes of disaster response. To keep Congress accountable and encourage transparency, the Commission also recommends the establishment of a searchable online database of all disaster spending, similar to that found on the Recovery.gov website, to be maintained by the Government Accountability Office and operational by January 1, 2012.

#### CP Solves – Permanent Relief Funds can distribute grants to the insurance agency, increasing insurance companies’ liquidity

P + C National Underwriter, “IIABA Creates Trusted Choice Disaster Relief Fund,” 12-27-07.

<http://edit.property-casualty.com/News/2007/12/Pages/IIABA-Creates-Trusted-Choice-Disaster-Relief-Fund.aspx>

To better prepare to meet disaster assistance needs in 2008 and beyond, the charitable foundation for Independent Insurance Agents & Brokers of America Inc. has created the Trusted Choice Disaster Relief Fund. The Alexandria, Va.-based association said it will make the first contribution to the fund. The Trusted Choice Disaster Relief Fund was established by the IIABA Educational Foundation of the IIABA to assist others who have suffered losses due to natural or man-made disasters. All contributions are tax deductible. “By establishing a permanent relief fund, we will be ready to financially assist victims when and where a disaster strikes, rather than raising the funds after the fact, as we did for 9-11 and Hurricane Katrina,” said Bob Rusbuldt, president and chief executive officer of the IIABA. “This fund is a great way to show our ongoing support as an industry for victims of disasters.” The fund will make cash grants to those in the insurance industry, including IIABA members and their agency staffs, and others to pay for immediate or ongoing financial needs when other funds, such as insurance and other grants, are not immediately available. The fund can also provide insurance agents with supplies and resources to assist with disaster relief efforts to aid victims and surviving family members in their communities.

#### CP is popular – public support

Essential Media Communications (EMC), Campaign and Public Research Firm, February 14, 2011. <http://www.essentialmedia.com.au/disaster-relief-fund/>

Q. Do you think the Government should set up a permanent disaster relief fund or do you think it is better for the Government to respond to disasters as they occur? 63% believe the Government should set up a permanent disaster relief fund and 29% think it is better for the Government to respond to disasters as they occur. Opinions are similar across voting intention groups. Older respondents are more likely to support a permanent disaster fund (74% of aged 55+ support).

### CP Solves States

#### Disaster funding is inevitable, CP solves political infighting and saves money in the long run

Jacqui Fatka, Insurance & Agricultural Policy Analyst for Feedstuffs and Future Farms, former insurance executive, and graduate of Iowa State University, October 03, 2007, “Is a permanent disaster fund really the solution?” http://farmfutures.com/blogs.aspx/is-a-permanent-disaster-fund-really-the-solution-535

House Agriculture Committee Chairman Collin Peterson always said he wanted a permanent disaster aid program. He abandoned those efforts and the House included a disaster provision in its bill but provided no funding for the program. The House approved bill did include an optional revenue-based assurance program which the corn growers tout as a better use of money instead of emergency disaster aid packages. The Senate Finance Committee is now requiring nearly half of extra funding given to the Senate Agriculture Committee be used for a permanent disaster fund. The Finance Committee's tax package, The Heartland, Habitat, Harvest, and Horticulture Act of 2007, outlines funding for a permanent disaster relief trust fund, conservation, energy, beginning farmer incentives and rural development. Total the bill will provide a total of $9 billion for the farm bill, but nearly $5 billion will go to fund the disaster program. Details of the funding can be found in the estimated revenue effects of the chairman's marks. The fund would make payments under four new disaster relief programs for crops, livestock, tree assistance and emergency help for livestock, honey bees and farm-raised fish. The fund would also pay for a new pest, disease and disaster prevention program. No producer would be able to receive more than $100,000 annually in total disaster payments. The program would expire at the end of the 2007 farm bill. The Senate Finance Committee will hold an open session Thursday, Oct. 4 to consider the bill. The Senate Agriculture Committee had also considered holding farm bill discussions on Thursday but may have to move back the talks due to the finance committee's work. The idea behind the revenue-assurance approach was to prevent having to continually ask Congress for funds after disasters strike. Senate Agriculture Committee Chairman Tom Harkin has gone on record stating he'd like to see a revenue-assurance option in the final bill and added it does a better job of providing a safety net than a disaster aid fund would. Since 1998, Congress has approved 23 ad hoc disaster assistance bills and with each bill, the USDA has to develop and implement a different program. The National Farmers Union contends the current structure of providing disaster assistance on an ad hoc basis, subject to the political climate in Washington, often leaves producers waiting for years for relief. "The single biggest hole in the current safety net is the lack of a permanent disaster assistance program," NFU President Tom Buis said. "America's family farmers and ranchers can do many things but they cannot control Mother Nature. This program would provide for assurance in the event of extreme weather conditions."

#### CP solves state funding and mitigates the impact of future disasters

Matt A. Mayer, et al. Visiting Fellow at The Heritage Foundation, President and Chief Executive Officer of Provisum Strategies LLC, and an Adjunct Professor at Ohio State University. He has served as Counselor to the Deputy Secretary and Acting Executive Director for the Office of Grants and Training in the U.S. Department of Homeland Security. He is author of Homeland Security and Federalism: Protecting America from Outside the Beltway (June 2009). David C. John is Senior Research Fellow in Retirement Security and Financial Institutions in the Thomas A. Roe Institute for Economic Policy Studies at The Heritage Foundation. James Jay Carafano, Ph.D., is Assistant Director of the Kathryn and Shelby Cullom Davis Institute for International Studies and Senior Research Fellow for National Security and Homeland Security in the Douglas and Sarah Allison Center for Foreign Policy Studies at The Heritage Foundation. April 8, 2009. “Principles for Reform of Catastrophic Natural Disaster Insurance,” The Heritage Foundation. Backgrounder #2256. <http://www.heritage.org/Research/Reports/2009/04/Principles-for-Reform-of-Catastrophic-Natural-Disaster-Insurance>.]

Principle #3: State eligibility should depend on meeting five requirements. To be eligible for any federal catastrophic natural disaster program, a state should meet five requirements: No rate caps. The state must eliminate rate caps and permit insurance companies to charge actuarially sound P&C insurance rates. Before receiving federal taxpayer funds, the state must have allowed insurance companies the opportunity to earn capital reserves sufficient to meet any obligations. Otherwise, taxpayers in other states are forced to subsidize the high-risk state's irresponsible behavior. The decision by State Farm, the largest P&C insurer in Florida, to stop offering coverage in Florida because the state refuses to let it charge an actuarially sound rate demonstrates that this issue is not theoretical. Sound building codes. The state must enact and enforce sound building codes that minimize damage from known natural disaster risks. Due to the aggressive development in high-risk areas, the costs of natural disasters have increased substantially. Therefore, it makes eminent sense to require states to enact and enforce sound building codes known to mitigate the vulnerabilities and consequences of known risks. No redevelopment of disaster-prone areas. The state must prohibit redevelopment of disaster-prone areas unless the U.S. Army Corps of Engineers has approved the mitigation action taken to prevent repetitive losses and the private sector insurance market has ascertained, through offering rate-cap-free P&C policies, that the mitigation action has eliminated or minimized the repetitive loss issue. As learned from the NFIP, the only outcome that can be expected from rebuilding in a known flood zone is a flooded structure. This insanity must end. Tort reform. As important, the state must enact tort reform to eliminate or significantly reduce the frivolous lawsuits by overzealous lawyers seeking to capitalize on sensational headlines and public sympathy following a natural disaster. In most cases, the insurance companies win such lawsuits. Nonetheless, insurance companies must spend millions of dollars defending insurance contracts. In some cases, insurance companies settle to avoid negative publicity or a stacked deck in "jackpot" jurisdictions. Baseless lawsuits only drive up the cost of P&C policies for consumers. Mandated P&C insurance. Finally, states must require individuals and businesses in known hurricane, earthquake, and flood zones to purchase P&C insurance, including state-based earthquake and hurricane insurance and federal flood insurance. Such a mandate will increase the capital reserves of insurance companies and the liquidity of government insurance programs.

#### CP solves for state funding – its flexible and does not trade off with state efforts

Matt A. Mayer, et al. Visiting Fellow at The Heritage Foundation, President and Chief Executive Officer of Provisum Strategies LLC, and an Adjunct Professor at Ohio State University. He has served as Counselor to the Deputy Secretary and Acting Executive Director for the Office of Grants and Training in the U.S. Department of Homeland Security. He is author of Homeland Security and Federalism: Protecting America from Outside the Beltway (June 2009). David C. John is Senior Research Fellow in Retirement Security and Financial Institutions in the Thomas A. Roe Institute for Economic Policy Studies at The Heritage Foundation. James Jay Carafano, Ph.D., is Assistant Director of the Kathryn and Shelby Cullom Davis Institute for International Studies and Senior Research Fellow for National Security and Homeland Security in the Douglas and Sarah Allison Center for Foreign Policy Studies at The Heritage Foundation. April 8, 2009. “Principles for Reform of Catastrophic Natural Disaster Insurance,” The Heritage Foundation. Backgrounder #2256. <http://www.heritage.org/Research/Reports/2009/04/Principles-for-Reform-of-Catastrophic-Natural-Disaster-Insurance>.]

Principle 4: State participation should be opt-in only. One of the greatest aspects of American democracy is its adherence to federalism. As U.S. Supreme Court Justice Louis Brandeis noted many years ago, America has its "laborator[ies]" of democracy that constantly seek ways to meet objectives more efficiently and more effectively. As the Risk Manage­ment Solutions map illustrates, most states do not face a predictable catastrophic natural disaster risk. Forcing those states to join a catastrophic natural disaster program is inherently unfair and violates U.S. federalist principles. Hence, governors and state legislatures-not the federal government -- should decide whether or not their individual states will opt into any catastrophic natural disaster program and its higher P&C rates.

## Waterways CPs

### Vessel Discharge CP

#### Text: The United States Federal Government should pass the Vessel Incidental Discharge Act (S. 3332).

#### Current regulation of vessel discharge is haphazard, undermining environmental protection and inhibiting waterway commerce. CP Solves.

Marine Reporter and News Online. “AWO: Senate Bill would protect marine environment.” June 25, 2012. <http://www.marinelink.com/news/environment-protect345750.aspx>

S. 3332, the Vessel Incidental Discharge Act, would require the U.S. Coast Guard to implement the most environmentally protective ballast water discharge standard achievable by existing technology. In the process, it would end the overlapping patchwork of federal and state regulatory requirements for ballast water and other vessel discharges that has made compliance confusing and costly for commercial vessel operators and mariners, who regularly transit the waters of multiple states in a single voyage, and has put them at risk of unknowingly breaking the law. The bill is similar to bipartisan language contained in H.R. 2838, the Coast Guard and Maritime Transportation Authorization Act passed by the House of Representatives in November 2011. Currently, the Environmental Protection Agency regulates ballast water and other vessel discharges under the Clean Water Act’s National Pollutant Discharge Elimination System permit program; the Coast Guard regulates ballast water under the National Invasive Species Act; and some 26 states have established their own redundant and sometimes conflicting rules for vessel discharges. This untenable situation constrains the movement of economically critical maritime commerce and jeopardizes American jobs. A single set of science-based national standards is urgently needed to promote compliance and protect the environment, while also easing regulatory burdens on American businesses and workers. Commenting on the bill’s introduction, AWO President & CEO Tom Allegretti said, “AWO very much appreciates the leadership of Senator Begich and the bipartisan co-sponsors of S. 3332. Vessel owners, maritime labor unions, shippers, and port authorities have been united in calling on the Congress to enact legislation this year establishing a uniform national approach to the regulation of ballast water and other vessel discharges. AWO is very pleased that bipartisan leaders in both the Senate and the House of Representatives recognize this need and have taken action to protect our marine environment and keep essential maritime commerce flowing.” Senator Begich, who is the Chairman of the Senate Commerce Committee’s Subcommittee on Oceans, Atmosphere, Fisheries, and Coast Guard, was joined in his sponsorship of S. 3332 by nine Democratic and Republican friends of the U.S. maritime industry from states along the inland rivers and the Atlantic, Pacific, and Gulf coasts. They include Senators Jay Rockefeller (D-WV), Chairman of the Commerce Committee; Olympia Snowe (R-ME), Ranking Member of the Coast Guard Subcommittee; Kelly Ayotte (R-NH); John Boozman (R-AR); Daniel Inouye (D-HI); Claire McCaskill (D-MO); Lisa Murkowski (R-AK); David Vitter (R-LA); and Roger Wicker (R-MS).

#### Now is Key – the cruise ship industry has been expanding; US action is essential

Oceana Organization. “Needless Cruise Pollution: Passengers Want Sewage Dumping Stopped.” January 1, 2004.

<http://oceana.org/en/news-media/publications/reports/needless-cruise-pollution-passengers-want-sewage-dumping-stopped>

Cruising is growing in popularity and the number of cruise passengers is expected to more than double to nearly 22 million by 2010. The cruise ship industry has averaged 8.4 percent growth per year over the last two decades. Since 1970 the number of people taking a cruise has increased by more than 1,000 percent. In North America the increase has been fivefold – from 1.4 million to almost seven million. Between 2001 and 2005, International Council of Cruise Lines (ICCL) member lines are expected to bring 38 new ships into their fleets, which will increase the capacity of the industry by 45 percent over the five-year period. U.S. ports handled 5.9 million cruise embarkations during 2001. This is 70 percent of global embarkations, an increase of 11 percent from 2000. Florida, whose ports handled approximately 4.1 million embarkations in 2001, accounted for 69 percent of U.S. cruise embarkations. Los Angeles also has traditionally been a major cruise ship port. Now, however, the cruise industry is aggressively working with new port cities to expand the number of locations from which cruise passengers can sail. New Orleans just opened a port for cruise lines and Houston is developing one as well. Other cruise ship ports are seeing expanded service. These include San Francisco, Seattle and Juneau as well as New York, Baltimore and Philadelphia.

### Pollution Net Benefit

#### Cruise ships alone account for the pollution equivalent of 12,000 cars daily and a laundry list of other avoidable contaminants

Oceana Organization. “Needless Cruise Pollution: Passengers Want Sewage Dumping Stopped.” January 1, 2004.

<http://oceana.org/en/news-media/publications/reports/needless-cruise-pollution-passengers-want-sewage-dumping-stopped>

Cruise ships are needlessly dumping vast amounts of raw sewage and other harmful wastes into some of the most pristine parts of our oceans every day. Each day a cruise ship generates as much as: • 30,000 gallons of sewage, also called “black water;” • 255,000 gallons of dirty water from shower, sinks, laundries and dishwashers, also called “gray water,” which can contain raw sewage and toxic chemicals from photo processing, dry cleaning and industrial cleaning products; • 7,000 gallons of oily bilge water; and • smokestack and exhaust emissions equivalent to 12,000 cars. Every day a cruise ship operates, it produces 30,000 gallons of sewage and is allowed to dump treated sewage anywhere in the ocean, except in Alaska where the laws prevent such actions. It is also legal for the cruise industry to dump raw, untreated sewage in the ocean once a ship is more than three miles from the U.S. shore. This waste not only carries bacteria which are harmful to human health, but it also sickens and kills marine life including fish and corals. After being heavily fined in the late 1990s, the cruise industry developed an industry-wide environmental policy. Many cruise lines boast about their environmental policies and say that the water from their new wastewater treatment systems is so clean you could drink it. However, these systems are located on only a very few ships that cruise primarily in Alaska where it is required. While the industry keeps logs of its pollution and sewage treatment activities, the U.S. Coast Guard can’t scrutinize each ship’s safety and environmental activities during their infrequent inspections. So who is really watching the cruise industry? With the cruise companies record of ongoing violations of the laws, it is difficult to assume that they are doing all they can to protect the ocean environment.

#### Discharge pollutants kill marine life and ecosystems, representing a key Internal Link to Biodiversity collapse and Global Climate Change

Oceana Organization. “Needless Cruise Pollution: Passengers Want Sewage Dumping Stopped.” January 1, 2004.

<http://oceana.org/en/news-media/publications/reports/needless-cruise-pollution-passengers-want-sewage-dumping-stopped>

An average cruise ship with 3,000 passengers and crew produces thirty thousand gallons of sewage. This waste carries bacteria that are harmful to humans and can sicken and kill marine life, including corals. It also contains pollutants that contribute to algae blooms that cloud the water, reduce oxygen levels and kill fish. Raw sewage also contaminates shellfish beds, which could end up making people sick. Ships can dump treated sewage anywhere in the ocean except in Alaska, where the state regulates it more carefully. Once they travel three miles from the shore, cruise ships can eject raw sewage into our oceans without any treatment at all! Every day an average-sized cruise ship generates 255,000 gallons of water from laundries, showers, sinks and dishwashers and pours it right into the ocean. Gray-water, as it is commonly called, is dirty water generated by laundries, showers, sinks and dishwashers. It can also contain raw sewage and toxic chemicals from photo processing, dry cleaning and industrial cleaning products. Studies conducted by the U.S. Department of Defense and the U.S. Environmental Protection Agency (EPA) determined that gray-water “has the potential to cause adverse environmental effects” and in Alaska, the state found that gray water can have higher levels of disease-causing bacteria than raw sewage. Seven thousand gallons of oily bilge water are released into the oceans each time bilge is released. Bilge water collects in the bottom of ships and contains oil and chemicals from engine maintenance that are toxic to marine life. Although federal law limits the amount of oil that can be released into oceans, cruise ship companies have been fined repeatedly by the U.S. Coast Guard for violating this law. Thirty-three tanker trucks-worth of ballast water per cruise ship, complete with aquatic plants and animals, are taken from faraway locations and released into U.S. harbors and bays. Cruise ships take in and release millions of gallons of water to stabilize and trim the vessel to ensure safe operating conditions. As this ballast water is taken up, marine plants and animals are drawn into the ship too, and are often released when the tanks are flushed from the ship –sometimes thousands of miles from where they were taken up. Animals that are not native to the area where they are released can colonize the area and in doing so, replace and harm local species. Ballast water can also carry diseases like cholera and paralytic shellfish poisoning into our harbors. A single cruise ship produces smokestack and exhaust emissions equivalent to 12,000 automobiles every day. Most ships burn low-grade fuel that produces 50 times more toxic pollutants than the dirtiest diesel trucks. Ships’ waste incinerators release toxic chemicals, including cancer-causing chemicals like dioxins and mercury. These emissions add to the smog in the air, create dead zones and algae blooms in the ocean, and contribute to acid rain, global climate change and respiratory diseases like asthma. Yet, cruise ship air emissions are almost entirely unregulated. The proposed standards for governing air pollution from ships that are being considered by the EPA are not likely to significantly reduce air pollution from cruise ships. The average cruise ship produces seven tons of garbage and solid waste every day. In one year, 15 billion pounds of trash is dumped in oceans worldwide. Although trash is often incinerated on-board and the ash is dumped into the ocean, some ships have been fined for dumping their un-incinerated trash straight into the ocean. As a result, millions of animals become trapped or poisoned every year from this garbage. Sea turtles die from eating plastic bags mistaken for jellyfish. Sea lions, and birds and other marine life become entangled in plastics, causing starvation, strangulation and drowning. The trash also washes up on our beaches, endangering human health and the natural beauty of our shorelines.

### Inland Waterways CP

#### Text: The United States Federal Government will allocate $5 billion to the U.S. Army Corps of Engineers for inland waterway lock repairs.

#### Inland waterways are key to U.S. state economies, but over half of the locks that enable traffic are obsolete. CP Solves.

American Society for Civil Engineers (ASCE). “Report Card for America’s Infrastructure: Inland Waterways.” (2009). <http://www.infrastructurereportcard.org/fact-sheet/inland-waterways>

Because of their ability to move large amounts of cargo, the nation’s inland waterways are a strategic economic and military resource. A recent analysis by the U.S. Army War College concluded that "the strategic contributions of these inland waterways are not well understood. The lack of adequate understanding impacts decisions contributing to efficient management, adequate funding, and effective integration with other modes of transportation at the national level. Recommendations demonstrate that leveraging the strategic value of U.S. inland waterways will contribute to building an effective and reliable national transportation network for the 21st century." 1 Forty-one states, including all states east of the Mississippi River and 16 state capitals, are served by commercially navigable waterways. The U.S. inland waterway system consists of 12,000 miles of navigable waterways in four systems—the Mississippi River, the Ohio River Basin, the Gulf Intercoastal Waterway, and the Pacific Coast systems—that connect with most states in the U.S. The system comprises 257 locks, which raise and lower river traffic between stretches of water of different levels. Three-quarters of the nation's inland waterways, or approximately 9,000 miles, are within the Mississippi River system. The next largest segment is the Ohio River system with 2,800 miles. The Gulf Coast Intercoastal Waterway system comprises 1,109 miles and the Columbia River system, the shortest of the four major systems, is only 596 miles long. The nationwide network includes nearly 11,000 miles of federal user fees through an excise tax on fuel. Commercial waterway operators on these designated waterways pay a fuel tax of 20 cents per gallon, which is deposited in the Inland Waterways Trust Fund (IWTF). The IWTF, which was created in 1978, funds half the cost of new construction and major rehabilitation of the inland waterway infrastructure. Forty-seven percent of all locks maintained by the U.S. Army Corps of Engineers were classified as functionally obsolete in 2006. Assuming that no new locks are built within the next 20 years, by 2020, another 93 existing locks will be obsolete—rendering more than 8 out of every 10 locks now in service outdated. 2 Currently, the Corps has $180 million per year available for lock repairs—half comes from the IWTF revenues and half comes from congressional appropriations. With an average rehabilitation cost of $50 million per lock, the current level allows the Corps to fully fund only two or three lock projects each year.

#### Current inland waterway funding is insufficient

Charles V. Stern. “Inland Waterways: Recent Proposals and Issues for Congress.” Congressional Research Service. April 12, 2012.

Inland waterways are a significant part of the nation’s transportation system. Because of the national economic benefits of maritime transport, the federal government has invested in navigation infrastructure for two centuries. As a result, barge shipping has received significant support through federal funding for operational costs, capital expenditures, and major rehabilitation on inland waterways. Since the Water Resources Development Act of 1986, expenditures for construction and major rehabilitation projects on inland waterways have been cost-shared on a 50/50 basis between the federal government and users through the Inland Waterways Trust Fund (IWTF). Operations and maintenance costs for inland waterways typically exceed these construction costs, and are a 100% federal responsibility pursuant to WRDA 1986. Future financing for the inland waterway system is uncertain. The IWTF is currently supported by a $0.20 per gallon tax on barge fuel, but its balance has declined significantly due to a combination of increased appropriations, cost overruns, and decreased revenues in previous years. Without changes to the financing system, IWTF spending is likely to be extremely limited. Previously the Bush and Obama administrations have recommended replacing the fuel tax with one or more user fees that would increase revenues beyond their current baseline. However, Congress and industry interests have rejected these proposals. In 2010, the Inland Waterways Users Board (IWUB), a federal advisory committee advising the U.S. Army Corps of Engineers on inland waterways, endorsed an alternative proposal that is supported by many barge industry interests. The proposal would increase the fuel tax by $0.06-$0.08 per gallon, but would also require that the federal government handle the full cost for some projects that are currently costshared. The Obama Administration generally opposes this approach, and has previously submitted multiple proposals to increase trust fund revenues with new user fees, in addition to the fuel tax.

### Economy Net Benefit

#### Inland waterways are key to efficient commerce and regional economies

American Society for Civil Engineers (ASCE). “Report Card for America’s Infrastructure: Inland Waterways.” (2009). <http://www.infrastructurereportcard.org/fact-sheet/inland-waterways>

Inland and intracoastal waterways directly serve 38 states as well as the states on the Atlantic seaboard, the Gulf Coast, and the Pacific Northwest. Shippers and consumers in these states depend on the inland waterways to move approximately 630 million tons of cargo valued at more than $73 billion annually. States on the Gulf Coast and throughout the Midwest and Ohio Valley especially depend on the inland and intracoastal waterways. Texas and Louisiana each ship more than $10 billion worth of cargo annually, while Illinois, Pennsylvania, West Virginia, Kentucky, Mississippi, Alabama, and Washington State each ship between $2 billion and $10 billion annually. Another eight states ship at least $1 billion annually. This system provides an average transportation savings of $10.67 per ton over the cost of shipping by alternative modes. This translates into more than $7 billion annually in transportation savings to the U.S. economy. Future investment must focus on life-cycle maintenance, system interdependencies, redundancy, security, and recovery from natural and man-made hazards.

#### Inland waterways Key to consumption, 13 million jobs and oil transportation

Army Corps of Engineers. “Navigation: Economic Impact.” January 18, 2010.

<http://www.corpsresults.us/navigation/naveconomic.htm>

Despite the growth in high-tech communication and high-speed transportation the nation's ports and waterways remain the crucial backbone of our economy. Nearly 2.5 billion tons of cargo are shipped to, from or through 40 states each year. The Corps navigation services play an essential role in ensuring that commercial goods move smoothly along the distribution chain. Did you know that… More than 95 percent of imported and exported goods from overseas move by ship, including 9 million barrels of oil per day. The U.S. marine transportation industry supports nearly $2 trillion in commerce and 13 million jobs. The unit cost to transport commodities over inland waterways is lower than other forms of transportation. The ability to ship goods safely and reliably via inland waterways translates into about $7 billion annually in transportation savings for American businesses. More than 48 percent of all consumer goods purchased by Americans pass through harbors maintained by the Corps. Inland waterways maintained by the Corps handle over 630 million tons of consumer goods per year valued at over $70 billion. A smooth, well-functioning navigation system is crucial to the nation's economy. Each year the Corps invests more than $1.5 billion in engineering, construction, operations and maintenance of the nation's waterways, ports and harbors. Over the next 20 years shipment of cargo by container ships is expected to increase by 65 percent creating even greater need for the Corps services.

### CP Solves – Highway Freight

#### Waterway traffic diversion would devastate highway infrastructure

C. James Kruse, Annie Protopapas, and Leslie Olson, et al., “A Modal Comparison of Domestic Freight Transportation Effects on the General Public.” Texas Transportation Institute, Texas A&M University, Final Report, College Station, TX, December 2007, Amended March 2009, p. 41.http://www.americanwaterways.com/press\_room/news\_releases/NWFSTudy.pdf.

Table 27 further consolidates the wide spectrum of impacts on the interstate system that would be expected in case of a diversion of the Mississippi river freight traffic through the St. Louis area. The comparison focuses on 10 selected categories deemed to be the items of greatest interest to the general public. It shows present conditions (from Current initial output), as well as conditions in 10 years (end of FP2) under the Diversion scenario, both with and without costeffective improvements to account for the additional traffic. The present conditions serve as the baseline values on which the percent change has been calculated. Assuming all cost-effective improvements (benefits exceed costs) were undertaken, the analysis concluded that highway improvement costs over 10 years would increase from $345 million to $722 million. Truck traffic would almost triple. Traffic delays would increase by almost 500%. Injuries and fatalities on these highway segments would increase by 36-45%. Maintenance costs would increase by 80-93%. While a permanent shutdown of the waterway certainly cannot be anticipated, this case study demonstrates how beneficial the waterways are to the overall freight transportation system.

#### Waterway transportation solves comparatively better than highway freight – 35% more efficient at hauling diverse products

C. James Kruse, Annie Protopapas, and Leslie Olson, et al., “A Modal Comparison of Domestic Freight Transportation Effects on the General Public.” Texas Transportation Institute, Texas A&M University, Final Report, College Station, TX, December 2007, Amended March 2009, p. 41.http://www.americanwaterways.com/press\_room/news\_releases/NWFSTudy.pdf.

Trucks that carry bulk commodities are fairly limited in the backhauls they can attract. For example, a grain truck will not return with steel or any liquid product. Therefore, this theoretical diversion scenario assumes that all trucks would return empty - a 100% empty backhaul. The exact percentage of empty backhaul for existing truck operations has rarely been precisely determined, but it is thought to be around 30-35%. Currently, however, trucks primarily haul break bulk cargo which would make a non-empty return trip possible. On the other hand, tank trucks and certain commodity carriers tend to return empty. For example, a tank truck that had previously hauled nitrogen gas is unlikely to haul anhydrous ammonia on its return trip. Therefore, for this study, the annual truck trips are estimated at two times the annual truckloads. Historical data for roadway congestion trends (rural interstate traffic) and intercity truck tonmiles were obtained in order to enable estimation and prediction of the possible roadway congestion effects due to a hypothetical diversion of river ton-miles to truck ton-miles. The rationale behind examining this particular relationship is that waterway movements are long distance ones, and the equivalent long distance truck movements would occur primarily on interstate highways that pass through rural settings located between urban areas.

#### CP solves congestion and traffic related emissions – highway freight increases pollution

C. James Kruse, Annie Protopapas, and Leslie Olson, et al., “A Modal Comparison of Domestic Freight Transportation Effects on the General Public.” Texas Transportation Institute, Texas A&M University, Final Report, College Station, TX, December 2007, Amended March 2009, p. 41.http://www.americanwaterways.com/press\_room/news\_releases/NWFSTudy.pdf.

In summary, the amount of cargo currently transported by the Mississippi main stem, Ohio main stem, Gulf Intracoastal Waterway, Tennessee River, Cumberland River, & Columbia River, is the equivalent of 58,000,000 truck trips annually that would have to travel on the nation’s roadways in lieu of water transportation. This increase in truck trips would cause the Weighted Average Daily Combination Trucks per Lane on segments of interstate between urban areas to rise by 133% on a nationwide basis. This increase was derived from national level data and reflects an average nationwide increase. The absolute number and percent combination trucks per lane of rural interstate located in the vicinity of the waterways under study would likely be higher than average. Truck traffic due to the diverted waterborne freight would undoubtedly be concentrated in the corridors that are parallel to the major rivers, especially the outer lane, which tends to be used by trucks more heavily. Thus, the impact in the vicinity of the waterways considered in this study would logically be more severe than the national average, especially during the heavier truck travel periods of the year, month, week, or day

### CP Solves - HSR

#### CP solves the affirmative and comparatively better than HSR – waterway infrastructure collapse would devastate railway transportation

C. James Kruse, Annie Protopapas, and Leslie Olson, et al., “A Modal Comparison of Domestic Freight Transportation Effects on the General Public.” Texas Transportation Institute, Texas A&M University, Final Report, College Station, TX, December 2007, Amended March 2009, p. 41.http://www.americanwaterways.com/press\_room/news\_releases/NWFSTudy.pdf.

The tonnage moved on the inland river system would amount to an addition of nearly 25% more tonnage on the railroad system. This new burden would not be evenly distributed. The primary burden would be placed on the Eastern U.S. railroads with little real opportunity to take advantage of excess capacity that may exist on the Western U.S. railroads. The coal traffic on the Ohio River provides a clear example of what the effect of a major diversion of traffic would be. Referring to Figure 9 above, the total waterborne barge coal commodity tonnage in 2005 was 212.6 million tons, which was 26.1% of all barge tonnage. The Ohio River coal traffic was reported to be 133.1 million tons for the year 2005. The Ohio River coal traffic represents only 16.3% of the total inland waterway barge tonnage, but it is 62.6% of the barge coal tonnage for the year. The majority of the Ohio River coal traffic would have to be handled by the CSX railroad if the Ohio River transportation system ceased operations. The CSX lines essentially parallel the Ohio River while the NS Railway lines are principally perpendicular to the river. If the 133.1 million tons of Ohio River coal traffic were to be shifted to the CSX rail lines, the railroad would be faced with an additional 1,010,250 car loadings of coal annually with 112 tons of coal in each car. If the trains were made up of 108 cars per train there would be an annual addition of 9,354 train movements or 25.6 added train movements per day on the lines paralleling the Ohio River. Given the average round trip time of a unit coal train of three days, the railroad would be faced with an additional burden of at least 8,300 additional coal cars to meet this new traffic. There would be an additional 76 unit trains of 108 cars each on the Ohio River region of the CSX Railroad to meet the new traffic demand of the Ohio River coal tonnage.

#### Waterway freight is more fuel efficient than rail freight – CP further increases efficiency by updating lock systems

C. James Kruse, Annie Protopapas, and Leslie Olson, et al., “A Modal Comparison of Domestic Freight Transportation Effects on the General Public.” Texas Transportation Institute, Texas A&M University, Final Report, College Station, TX, December 2007, Amended March 2009, p. 41.http://www.americanwaterways.com/press\_room/news\_releases/NWFSTudy.pdf.

The railroads are 28.3% less fuel efficient than the inland waterway freight transportation system based on revenue ton-miles per gallon. This difference could possibly increase in future years. The increased demand for freight transportation on the rivers has caused a waiting queue to develop at the locks on the rivers. Where shorter locks (less than 1200 feet) are located, more tows must be broken up and moved through in multiple lockages. This causes a significant amount of fuel usage by the towboats to maintain steerage control during the wait period. Improving the locks could make a significant difference in fuel consumption. Additionally, the railroads have been subject to new regulation by the EPA to reduce locomotive emissions. This impetus has forced the manufacturers of locomotives to provide lower emission engines. One way the locomotive engine manufacturers found to lower emissions was to increase engine efficiency by reducing fuel consumption. Reducing locomotive fuel consumption while maintaining power requirements has increased railroad ton-mile efficiency. Marine engine emission regulations have not yet been finalized, although the industry is already moving to more fuel-efficient engines for economic reasons. Once the marine industry is required by regulation to reduce emissions, the towboat fuel consumption will follow the logical path already explored by the railroad industry.

## Aviation CPs

### Air Traffic Control CP

#### Text: The United States Federal Aviation Administration should offer contract loan guarantees for commercial airlines that implement the Next Generation Air Transportation System (NextGen).

#### NextGen is not cost effective in the status quo; public-private partnerships like the CP are the most popular option

Bill Carey. Senior Editor – AIN Online, Former Editor in Chief – Avionics Magazine and Masters in Journalism and Public Affairs – American University, “Public-Private Partnerships Among Proposals to Advance NextGen”, AIN Online, 7-27, 2011. http://www.ainonline.com/aviation-news/aviation-international-news/2011-07-27/public-private-partnerships-among-proposals-advance-nextgen

The vision of the satellite-based, data-centric, network-enabled transformation of the ATC system known as the Next Generation Air Transportation System (NextGen) has entered mainstream discourse in the U.S., but so too has the realization of its formidable cost. The July 4 issue of The Washington Post led with the headline, “Modernization of air traffic control may be delayed,” bringing into public focus what the airlines and other airspace users have been sweating now for years: NextGen will cost upward of $42 billion by 2025, with government shouldering half of that amount for infrastructure and airspace users paying the remainder for equipment and training. Private Sector Involvement That imposing bill and the increasing likelihood that a federal government $14 trillion in debt can’t be counted on for major subsidies have given rise to novel funding proposals, including a provision for “NextGen Public-Private Partnerships” contained in FAA reauthorization legislation the House of Representatives passed in April. One such “PPP,” the NextGen Equipage Fund, pledges to “bring substantial private-sector capital to overcome the investment barriers.” Reauthorization language in the Senate bill directs the FAA Administrator to provide a financing proposal “that uses innovative methods” to fund NextGen and “takes into consideration opportunities for involvement by public-private partnerships.” The Senate bill also proposes a State ADS-B Equipage Bank pilot program, modeled after a program in Colorado that deployed wide area multilateration (Wam) to support airports in mountainous terrain with radar gaps. The long-delayed FAA reauthorization bill was still pending before Congress, with a 20th extension due to expire July 22.

#### CP Solves – loan guarantees make NextGen cost effective, spurring implementation.

Bill Carey. Senior Editor – AIN Online, Former Editor in Chief – Avionics Magazine and Masters in Journalism and Public Affairs – American University, “Public-Private Partnerships Among Proposals to Advance NextGen”, AIN Online, 7-27, 2011. http://www.ainonline.com/aviation-news/aviation-international-news/2011-07-27/public-private-partnerships-among-proposals-advance-nextgen

 “Successful implementation of NextGen does not require public-private financing because certainly the FAA could go the mandate path and eventually get there that way,” Sturgell told AIN. “But if we’re talking about accelerating the benefits and capabilities so we can all start benefitting much earlier, I think you have to have some kind of public-private partnership or financing mechanism to support that.” The federal government’s fiscal predicament “opens the door even further to public-private partnership types of funding and more creative financing,” Sturgell said. “I think there’s a big opportunity here for people to start thinking out of the box and to do things a little differently.” Operators Reluctant To Equip Although there is consensus about its ultimate benefits, NextGen faces a cost conundrum. Airlines emerging from years of recession and coping now with high fuel prices are reluctant to invest in the necessary suite of airborne equipment–costing an estimated $150,000 to $1 million per aircraft–without proof of a timely return on investment in the form of fuel savings and operational efficiencies made available by the FAA. Some contend government should pay for the equipment. “We have an ATC system today that is largely ground based. All we’re doing when we’re talking about NextGen is we’re taking a known technology, GPS technology, and moving part of the equipment in the air and part of the equipment will be on the ground,” said Will Ris, senior vice president of government affairs for American Airlines, speaking at the FAA Forecast Conference earlier this year. “It is our view that that ATC system should continue to be financed and supported by the federal government because that’s, after all, where all the ticket taxes are going.” The FAA is advancing on one major pillar of NextGen. The agency awarded a contract to ITT in August 2007 to deploy the ground infrastructure for automatic dependent surveillance-broadcast (ADS-B) nationwide by 2013, and last year mandated that aircraft operators equip for ADS-B out position reporting by 2020. A rulemaking on ADS-B in equipage–the ability to display air traffic in the cockpit–is in the works, with initial recommendations of an Aviation Rulemaking Committee due this fall. The FAA’s investment in ADS-B and other infrastructure will languish, however, until a “tipping point” is reached of properly equipped aircraft that can benefit from NextGen system efficiencies. The NextGen Equipage Fund aims to kick-start NextGen by assisting airlines in acquiring some of the necessary equipment. The fund would leverage $1.5 billion raised through commercial borrowing and private equity to finance new avionics for an estimated 75 percent of the U.S. airline fleet. It also reportedly is seeking $150 million in federal loan guarantees.

#### CP Solves – shows governmental support to the airline industry and provides quick returns in economic efficiency

Bill Carey. Senior Editor – AIN Online, Former Editor in Chief – Avionics Magazine and Masters in Journalism and Public Affairs – American University, “Public-Private Partnerships Among Proposals to Advance NextGen”, AIN Online, 7-27, 2011. http://www.ainonline.com/aviation-news/aviation-international-news/2011-07-27/public-private-partnerships-among-proposals-advance-nextgen

 In the works since about 2009, the fund was revealed at an RTCA conference last fall by Steve Loranger, ITT chairman, president and CEO. While “other aerospace companies” are referenced in background material, ITT to date is the only named strategic investor of the fund, which is managed by Nexa Capital Partners, of Washington, D.C. Principals of ITT and Nexa Capital provided an overview of the fund at the Paris Air Show in June. Russell Chew, managing partner with Nexa Capital Partners and a general partner of the NextGen fund, said the fund would procure “a basic NextGen suite of avionics,” enabling functions such as ADS-B and data communications, which airlines would lease. They would make payments on the equipment based on the FAA’s achieving agreed milestones for supporting infrastructure. In turn, the FAA would be bound by performance guarantees “in a contractual way.” Participating airlines would realize a return on their investment sooner as a result of airspace system efficiencies such as preferred routings delivered by the FAA on the principle of “best equipped, best served,” closing the equipage “business case” that confronts NextGen. “The NextGen Equipage Fund was founded to bring real money to bear on the problem,” Chew said. “It will allow airlines to afford, in spite of their weakened balance sheets, the actual investment in avionics they need to put together to take advantage of this new system [which] requires that all airplanes be equipped with new avionics. So the airlines in their equipage decisions have become the gatekeepers of this function.” The fund was negotiating “participation agreements” with several airlines, which he declined to identify. While a loan guarantee from the government technically is not necessary, Chew said, “in a public/private partnership…the loan guarantee is a perfect place for government to say, given the right amount a risk, I could really kick start this by lowering the cost of capital.”

#### Air Traffic Control is already outdated, CP is key to solve the 100% increase in traffic by 2025

Genevra Williams. “GPS For The Sky: A Survey of Automatic Dependent Surveillance-(ADS-B) and its Implementation in the United States”, Journal of Air Law and Commerce, Spring, 74 J. Air L. & Com. 473, 2008.

DESPITE ALL of the modern technological advances that everyday consumers enjoy, the United States' air traffic infrastructure is relatively antiquated. A typical college student very well may carry a cell phone with a broadband internet connection, email, a camera, and Global Positioning (GPS) technology, 1 and yet air traffic controller technology is so basic that it can only get an accurate read on an aircraft's position once every six to twelve seconds. "Your child's Xbox video game system is more advanced than the air traffic control system that has been guiding aircraft in and out of increasingly crowded airspace since the 1950s." Demand for air travel is on the rise. The Federal Aviation Administration (FAA) expects passenger traffic to double by 2025, and the World War II-era radar technology that currently manages air traffic in the national air space (NAS) will be incapable of handling it. The ineffectivenessof radar impacts air safety, air capacity, and the environment.

### ATC Economy Net Benefit

#### The Air Traffic Control system is on the brink of collapse – private flights will overwhelm the system

Genevra Williams. “GPS For The Sky: A Survey of Automatic Dependent Surveillance-(ADS-B) and its Implementation in the United States”, Journal of Air Law and Commerce, Spring, 74 J. Air L. & Com. 473, 2008.

This section makes inferences about how President Obama's nascent administration may impact the ADS-B mandate and whether there will be funding for the program. Based on the Secretary's testimony during his confirmation hearing, and based on the fact that installation of the ground system is already in progress, one can be optimistic that funding for ADS-B will be supported by his department. Delays at the airport have been the media story de jure for the past two years, but the issues that challenge the most basic components of the U.S. aviation infrastructure are no passing problem. The number of aircraft passengers is expected to double by 2025 - up from 740 million today. This will be fueled both by an increase in commercial aviation passengers and in the number of private aircraft. Huge technological improvements are happening in the realm of private air travel; expansions in the charter plane and fractional ownership sectors have made private flight easier and dramatically more affordable. While this is great news for consumers, it will further tax an already stressed air traffic control system. "A shift of 2 percent of today's commercial passengers to very light jets that seat 4-6 passengers would result in triple the number of flights necessary to carry the same number of passengers." "The current system cannot handle the projected traffic demands expected by 2015. Absent modernization, the consequences will be a total system collapse."

#### The aviation industry is key to 5.6% of GDP, 12 million jobs, and trade. Collapse causes global economic collapse – CP solves

Aerospace Industries Association(AIA). “Civil Aviation – Second to None”, 2011.

http://www.aia-aerospace.org/assets/ip\_civil\_2011.pdf

ISSUE: The U.S. civil aviation industry plays a vital role in the health of the world’s economy. BACKGROUND The most recent data show that the sale of goods and services tied directly or indirectly to civil aviation constituted $1.3 trillion, or about 5.6 percent of the nation’s total Gross Domestic Product in 2009. Our industry directly and indirectly sustains nearly 12 million jobs. The U.S. aerospace industry remains the single largest contributor to the nation’s balance of trade, with $87 billion in exports and a $57.4 billion trade surplus in 2011. The global recession of the past few years has reduced demand for leisure and business travel and the shipment of just-in-time goods. Many of our nation’s aging aviation infrastructure limitations have been masked by the economic slowdown. Delays are down; aircraft CO2 emissions are 10 percent below 2005 levels. Yet, our 1960s-era air traffic control system will not be able to handle demand when it returns. Unless we invest in sorely needed transformational aviation infrastructure now, civil aviation generated economic growth will be stunted and the economic cost of system delay will likely eclipse $40 billion annually by 2012. FAA has already invested more than$3 billion in the Next Generation Air Transportation System and plans to spend up to $20 billion more. The contract to install ADS-B ground stations throughout the country is on time and on budget and should be completed by 2013. The economic and environmental benefits of NextGen, when fully implemented, are impressive. Routing and delay-reducing efficiencies will save billions of dollars annually and save more than a billion gallons of fuel. Those are conservative estimates which will provide an economic return on government investment in less than three years and will be the environmental equivalent of removing 2.2 million cars off the road. The global aviation industry has committed to improve overall fuel efficiency by 1.5 percent per year through 2020; achieve carbon neutral growth from 2020; and cut aviation’s net CO2 emissions in half by 2050 compared to 2005 levels. One of the biggest impediments to confidence in the country’s commitment to implement NextGen expeditiously is that our National Airspace System has been operating without an updated program and funding authority (a FAA Reauthorization Bill) for nearly four years. This unprecedented delay in modernizing the statutes that govern the oversight and operation of the most complex aviation authority in the world has had numerous deleterious effects. New starts are prohibited. Programs are not anchored to long-term financial authority. And new concepts and technologies such as unmanned aircraft systems are held back while other nations march forward. AIA RECOMMENDATIONS Like our national defense, funding for the safety and efficiency of our nation’s aviation infrastructure should never be shortchanged. The safe and fiscally sensible course of action is to accelerate, not delay, the implementation of NextGen. By doing so, we invigorate the economy, generate jobs, save fuel, reduce CO2 emissions and, most importantly, improve system safety. To do this most effectively, AIA recommends that:  The Transportation Department swiftly review and implement the 23 recommendations of the Future of Aviation Advisory Committee;  Congress pass a multi-year FAA Reauthorization Bill as soon as possible; and  Congress ensure NextGen implementation stays on schedule by fully funding FAA’s capital and RE&D accounts