# CEDAW Advantage CP

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### 1NC Shell

#### Text: The United States federal government should ratify the Convention for the Elimination of Discrimination Against Women.

#### CEDAW promotes women’s rights

Citizens for Global Solutions 10 Testimony for the Record Citizens for Global Solutions

Before: Senate Committee on the Judiciary, Subcommittee on Human Right and the Lawhttp://globalsolutions.org/files/public/documents/CEDAW\_Testimony-11-2010.pdf

CEDAW strengthens the United States as a global leader in standing up for women and girls. In countries that have ratified CEDAW, women have partnered with their governments to improve the status of women and girls, and as a result have changed laws and policies to create greater safety and opportunity for women and their families. CEDAW can make a difference for women and girls, specifically to reduce sex trafficking and domestic violence, provide access to education and vocational training, ensure the right to vote, end forced marriage and child marriage, help mothers and families by providing access to maternal health care and to ensure the right to work and own a business without discrimination.

### CP Popular

#### CEDAW is popular in congress and with people

Citizens for Global Solutions 10 Testimony for the Record Citizens for Global Solutions

Before: Senate Committee on the Judiciary, Subcommittee on Human Right and the Lawhttp://globalsolutions.org/files/public/documents/CEDAW\_Testimony-11-2010.pdf

The American public strongly supports the principles and values of equality, fairness, education, and

basic human rights. In the United States, CEDAW has been voted on favorably twice on a bipartisan

basis by the Senate Foreign Relations Committee, but still CEDAW has never been brought to the full

Senate floor for a vote. Ratification of CEDAW now would continue America’s proud bipartisan tradition of promoting and protecting human rights. Congress has the full support of the Obama Administration in making this a reality. According to Secretary of State Hilary Clinton, “The CEDAW Treaty [is] the most authoritative UN negotiated treaty to protect women around the world from discrimination. The United States signed this agreement in 1980. It is past time that we became a party to this convention.”

### 2NC Solvency

#### CEDAW significantly helps women’s rights

National organization for women 10http://www.now.org/press/11-10/11-19.html

"Women around the world have waited more than 30 years for the U.S. to ratify this treaty. In an age when women can be stoned to death for surviving rape, and women are 70 percent of the 1.3 billion people living in poverty worldwide, it is unconscionable for a vocal reactionary minority to keep our country sitting on the sidelines. This hearing can be a significant step forward with very much deserved pressure on the Senate," said NOW Action Vice President Erin Matson, who attended the Nov. 18 hearing on Capitol Hill.

#### Ratification promotes fem elsewhere

[LenoraLapidus](http://www.aclu.org/blog/author/lenora-lapidus), Women's Rights Project & [VaniaLeveille](http://www.aclu.org/blog/author/vania-leveille), 10 Washington Legislative Office http://www.aclu.org/blog/content/ratify-cedaw-because-womens-rights-are-human-rights

The benefits of ratification to the U.S. are many. Formally embracing the internationally accepted minimum standards pertaining to women’s human rights would send a powerful message to the rest of the world that the U.S. stands behind its commitment to providing equal opportunity for all — a commitment that is part of our Constitution and laws. It would instantly strengthen the credibility of U.S. criticism of women’s rights abuses in other nations. Participation in the CEDAW process would also create an opportunity for the U.S. to benefit from open dialogue and the exchange of ideas about ways that we could continue to enhance women’s equality at home.

#### CEDAW critical for human rights

Citizens for Global Solutions 10 http://globalsolutions.org/files/public/documents/CEDAW\_Testimony-11-2010.pdf

The U.S. becoming a party to CEDAW is a critical and necessary step forward for promoting the rule of law and protecting human rights around the world. Everyday women in the world are denied equal access to the resources and rights to which they are entitled, and the implementation of the treaty seeks to eradicate such inequalities on a global level. CEDAW has broad support from over 170 leading advocacy organizations, including the AARP, American Association of University Women, and the American Bar Association. Now is the opportunity to capitalize on this far‐reaching support and finally ratify CEDAW.

No international human rights treaty can by truly effective without strong support from the United States ‐ and CEDAW is no exception. Through ratification of CEDAW, the U.S. will enhance its moral authority ‐ in both words and actions ‐ that the rights of women and girls are crucial. Ratification will make our nation an even stronger leader in standing up for women and girls. In conclusion, the U.S. Congress must act now to protect the rights of women and girls around the world by supporting the ratification of the CEDAW treaty.

### AT: Perm

#### **Funding issues uniquely make infrastructure bills unpopular**

Carol Wolf, Bloomberg staff, 1/30/12, <http://www.businessweek.com/news/2012-01-30/obama-call-to-use-war-savings-on-roads-may-fail-in-congress.html>

Jan. 25 (Bloomberg) -- President Barack Obama’s call to rebuild U.S. infrastructure with money saved by bringing troops home may not resolve Congress’s struggles to set aside more money for roads and bridges, two analysts said. “I’m not entirely convinced that reallocation of war funds will necessarily pick up enough momentum to gain traction in Congress,” Patrick Hughes, an analyst with Washington-based research firm Height Analytics, said in a telephone interview yesterday after Obama’s State of the Union address. Obama is seeking to use half of the savings created by withdrawing troops from Afghanistan and Iraq to rebuild U.S. infrastructure, helping companies ship goods more efficiently, the White House said in a fact sheet yesterday. The plan would fix existing roads and invest more in high-speed rail, according to the fact sheet. “Take the money we’re no longer spending at war, use half of it to pay down our debt, and use the rest to do some nation- building right here at home,” Obama said yesterday. He didn’t specify how much the government expects to save. The Highway Trust Fund, which pays for highway, bridge and mass-transit projects, will run out of money in early 2013, according to the Congressional Budget Office. The U.S. hasn’t passed new legislation to pay for surface-transportation projects since 2005. Funding has continued through a series of extensions since 2009. The current deadline expires March 31. Cutting Red Tape Obama also said he plans to issue an executive order that would reduce regulations that slow down construction projects. The average U.S. transportation project takes 11 years to complete, according to the CBO. Vulcan Materials Co. and Martin Marietta Materials Inc., the two largest U.S. producers of sand, gravel and crushed stone, and cement maker Texas Industries Inc. are among companies that could benefit if war savings were used to fund a highway bill, said Keith Johnson, an analyst with Morgan Keegan & Co. in Memphis, Tennessee. “Infrastructure spending could employ a lot of people quickly, but it’s a matter of getting a bill through Congress,” Johnson said in a telephone interview. Johnson has a “market perform” rating on Vulcan and Texas Industries and an “outperform” on Martin Marietta. Gasoline Tax The U.S. needs $2.2 trillion to repair its infrastructure, according to the American Society of Civil Engineers. Proposals for new highway bills by House and Senate committees don’t increase funding beyond the current legislation. Neither addresses funding for the highway fund’s shortfall. The federal fuel tax, which finances the Highway Trust Fund, has been 18.4 cents a gallon since 1993. Obama has opposed increasing the fuel tax. In last year’s State of the Union address, Obama outlined a goal to give 80 percent of Americans access to high-speed rail within 25 years. Obama’s administration has allotted $10.1 billion for high-speed and intercity rail since 2009. Congress eliminated funding for high-speed rail in the 2012 budget. The House and Senate committees both seek to expand the Transportation and Infrastructure Finance and Innovation Act to $1 billion a year from the current $122 million. The program provides low-interest loans to fund transportation projects. Mica Proposal “America needs to rebuild its infrastructure, but I do not support what appears to be the president’s plan to finance that effort by downsizing the military,” Representative John Mica, the Florida Republican who is chairman of the House Transportation and Infrastructure Committee, said in an e-mailed statement. Mica’s committee will introduce a proposal for a five-year, $260 billion surface-transportation bill on Feb. 2, Justin Harclerode, a spokesman, said by phone. Mica said yesterday his committee’s transportation measure would be partially financed through increased U.S. energy production. The Senate Environment and Public Works Committee, headed by California democrat Barbara Boxer, has approved a two-year plan with funding at current levels. With that version, the Highway Trust Fund’s projected expenditure would exceed its incoming revenue by about $12 billion.