# Negative

## Uniqueness

### 1NC UQ – Auto Industry Growing

#### The U.S. Auto industry is expanding, adding jobs and factories, due to a rising demand.

Associated Press, 7-20-2012, “Survey: Auto industry will keep adding people,” “http://www.businessweek.com/ap/2012-07-20/survey-auto-industry-will-keep-adding-people”

DETROIT (AP) — Auto industry executives in the U.S. expect to hire more people and expand their factories in the coming year to handle rising sales, according to an annual survey of executives. The executives are concerned about finding enough trained workers and they see economic challenges ahead, including slowing auto sales in Europe, according to the survey by accounting and advisory firm KPMG LLP. The auto industry is going strong, even as the overall U.S. economy remains weak. Pent-up demand for cars and trucks is expected to carry the industry for several years, said Gary Silberg, automotive industry leader for KPMG, in a statement. "As a result, auto companies and suppliers are ramping up their hiring and production activities, and investing heavily in new products and facility expansion," he said. Auto and parts manufacturing employment bottomed out at 624,400 people in June of 2009 as the Great Recession officially came to an end, according to government statistics. Since then, the industry has added more than 150,000 jobs, reaching 774,600 last month as automakers and parts companies staffed up to tackle growing sales. The average age of cars and trucks in the U.S. is approaching 11 years, a record for the industry, according to the Polk research firm. Fearing that their jobs weren't secure, many people kept their older cars longer because they didn't want to take on more debt. But this year, people have been heading to dealerships to replace their old clunkers. Through the first six months of the year, U.S. auto sales are running at an annual rate of 14.3 million, far above last year's 12.8 million, although short of the 2005's 17 million. Many analysts expect pent-up demand to push sales over 15 million next year and beyond. But analysts and dealers keep watching for signs that the weak economy will discourage car buyers. There are signs that the pace of sales slowed during the first half of July. But that was also the case in June, yet sales finished the month strong. Two-thirds of the 100 auto executives surveyed by KPMG said they have added people during the past year, and 72 percent said they will keep hiring in the coming year. That figure is up from 62 percent in the 2011 survey, KPMG said. Nearly one-third said employment at their companies had returned to or would return to pre-recession levels by the end of this year. Also, 73 percent said their company will increase capital spending during the next year, with investments going to new products and services and expanding facilities, according to the survey. KPMG said the survey was taken in May of executives at industry firms with annual revenues from $100 million to more than $10 billion. Many in the auto industry are worried that parts companies don't have enough people or factory capacity to keep up as sales continue to rise.

### UQ – Auto Industry Growing

#### Auto industry is recovering from 2009

The Windsor Star, 6-27-2012, “Auto industry in full recovery: Report,” “http://blogs.windsorstar.com/2012/06/27/auto-industry-in-full-recovery-report/”

Canada’s motor vehicle manufacturing industry has gone from $1.5 billion in losses in 2009 to an expected profit of $1.5 billion this year, according to The Conference Board of Canada’s Canadian industrial outlook. “The recovery of the auto industry is in full swing,” said Michael Burt,director, Industrial Economic Trends. “And an encouraging sign for the Canadian industry is that many of the best-selling models are assembled here. “Consumers in Canada and the United States, who held off new vehicle purchases in recent years, are back in the showrooms to replace their older models,” said Burt. “Low interest rates, dealer incentives, and fresh models are also boosting demand, although increased competition will squeeze profit margins. Even high fuel prices are encouraging consumers to trade in older vehicles for more fuel-efficient cars and trucks.” In response to brisk sales, automakers will ramp up production by an expected 12 per cent this year, Burt said. Canadian vehicle sales are expected to reach pre-recession levels this year; the United States is forecasted to return to its pre-recession sales total in 2014. In addition to the revitalized Detroit companies, a rebound in production of Japanese automakers Toyota and Honda is underway following the supply disruptions caused by the 2011 earthquake and tsunami. The Canadian industry will also benefit from moderating prices for raw materials and a weaker loonie. This is a silver lining for the industry in what remains a period of elevated risk brought on by the European debt crisis and slowing economic growth, Burt said. “If U.S. job growth continues to wane in the months to come, Canadian auto exports will be negatively affected.” The industry’s forecast pre-tax profit of $1.5 billion in 2012 is its highest level since 2002, when the dollar traded at 62 cents U.S. In 2013 and beyond, profits are expected to stabilize at just over $1.5 billion annually. Fierce competition among the major automakers – such as consumer incentives – will keep profit margins low.

### UQ – Auto Industry Growing

#### Auto-industry at its highest since 2008

Robert Siegel, 7-5-2012, “Obama Touts Auto Industry On Bus Tour,” NPR, “http://www.npr.org/2012/07/05/156328119/obama-touts-auto-industry-on-bus-tour”

And I'm Robert Siegel. Demand is up in the car industry. That's great news for U.S. automakers. They're on track to have their best year since 2008 and it's a success that President Obama is seizing on as he campaigns across northern Ohio today. The president began a two-day bus tour that will also take him into western Pennsylvania.

### UQ – Auto Industry Growing

#### Auto-industry is at its highest since point before the recession

ST Morning, 6-30-2012, “US new car sales in June seen highest in 5 years,” “http://www.straitstimes.com/Motoring/Story/STIStory\_816991.html”

DETROIT (REUTERS) - The deteriorating European markets have led auto industry executives to worry about possible contagion spreading across the Atlantic, but June new car sales in the United States (US) are expected to hit a five-year peak for that particular month. Auto sales, which offer an early snapshot of consumer demand, have been one of the bright spots in the US economy for several months until May results came in short of expectations and raised concerns about the sector's recovery. Analysts and industry officials, however, said there are just too many old cars that need to be replaced, which will drive consumers into dealers' showrooms. The average age of cars on the road is an all-time-high 11 years. 'The most interesting thing is the ongoing battle between pent-up demand and concern over financial issues,' said Mr Karl Brauer, chief executive officer (CEO) of research firm Total Car Score. 'There is, by no means, clear sailing ahead on the financial issues, but people are getting really tired of driving their old cars.' Economists polled by Thomson Reuters see the annual selling rate for new cars in the US market in June finishing at 13.9 million vehicles. That would mark the second month in a row below the 14 million rate, but would exceed last month's 13.7 million. Opinions vary, however, as TrueCar.com expects a sales rate of 13.6 million, while General Motors (GM) CEO Dan Akerson said on Thursday the market was 'surprisingly strong' and he saw it finishing between 14 million and 14.2 million. J.D. Power and LMC Automotive, and Edmunds.com see sales rising 20 per cent from last year to about 1.27 million new cars and trucks, while TrueCar sees an increase of 18 per cent. That would be the highest level since 1.46 million were sold in 2007, just before the US economy slipped into a recession that forced GM and Chrysler into bankruptcy. Some of the projected increase will be due to a recovery by Toyota Motor and Honda Motor from the impact of last year's earthquake in Japan that hurt US supplies. Major automakers including GM, Ford Motor and Toyota will report June US new car sales on Tuesday.

## Links

### 1NC Link – Generic

#### Investment in transportation infrastructure trades off with the auto industry

Brian Slack, Prof at Concordia University, 2009, “The Geography of Transport Systems,” “http://people.hofstra.edu/geotrans/eng/ch3en/conc3en/ch3c1en.html”

The technological evolution in the transport industry aims at adapting the transport infrastructures to growing needs and requirements. When a transport mode becomes more advantageous than another over the same route or market, a modal shift is likely to take place. A modal shift involves the growth in the demand of a transport mode at the expense of another, although a modal shift can involve an absolute growth in both of the concerned modes. The comparative advantages behind a modal shift can be in terms of costs, convenience, speed or reliability. For passengers, this involved a transition in modal preferences as incomes went up, such as from collective to individual modes of transportation. For freight, this has implied a shift to faster and more flexible modes when possible and cost effective, namely trucking and air freight. There are important geographical variations in modal competition. The availability of transport infrastructures and networks varies enormously. Some regions possess many different modes that in combination provide a range of transport services that ensure an efficient commercial environment. Thus, in contrast to the situation in the EU, rail transport occupies a more important market share in North America. In many parts of the world, however, there are only limited services, and some important modes may be absent altogether. This limits the choices for people and shippers, and acts to limit accessibility. People and freight are forced to use the only available modes that may not be the most economic for the nature of the demand. Goods may not be able to find a market, and people’s mobility may be impaired. For these reasons, transport provision is seen as a major factor in economic development. Areas with limited modal choices tend to be among the least developed. The developed world, on the other hand possesses a wide range of modes that can provide services to meet the needs of society and the economy. Since 2000 the price of fuel has increased significantly as well as its volatility. All modes are affected, from the individual car owner to the corporation operating a fleet of hundreds of aircraft or ships. The higher costs are being passed on to the customer, either directly, as is the case of shipping where freight rates are climbing, or indirectly as is the case of airlines, where passengers are being charged additional fuel surcharges. These cost increases are likely to have significant impacts on mobility and trade, as well as on the modal split: Higher transport costs increase the friction of distance and constrain mobility. As a major consumer of petroleum the transport industry has to increase rates. Across the board increases causes people to rethink their patterns of movement and companies to adjust their supply and distribution chains. One of the expected effects of these cost increases is a decline in freight shipments and passenger carriers, such as airlines are anticipating a reduction in trips. Even school districts are anticipating reducing the number of busses and making children walk further to school. Because the impact of higher fuel costs hits the modes differentially, a modal shift is anticipated. Road and air transport are more fuel intensive than the other modes, and so fuel price increases are likely to impact upon them more severely than other modes. This could lead to a shift towards water and rail transport in particular. A further impact of fuel price increases is greater fuel economy across the modes. One of the best ways for all modes to reduce consumption is to lower speeds. A future of high energy prices is likely to have a major impact on just-in-time deliveries, and lead to a restructuring of supply chains.

### Link – HSR

#### Investment in high speed rail kills the auto industry

Stephen Bethel, Director of Frazier Capital Valuatio, 12-1-2009, “The Valuation of Auto & Recreational Vehicle Dealership Operations,” http://www.fraziercapital.com/books/auto/2.pdf

First, with respect to ease of entry, the following factors affect the decision of a dealership to enter a given market: capital requirements, economies of scale, secure distribution channels, strong brand identification, government policy, technological differences, expected retaliation, and absolute cost advantages. Second, rivalry between existing competitors involves such variables as the number of competitors, the relative strength of the competitors, the strength of their competitor’s relationship with car/truck distributors and manufacturers, the industry growth potential, the amount of fixed costs needed, service differences, and quality of cars available. Third, pressure from substitute products can hurt the auto industry. The auto industry faces competition not only from within, but also from other forms of transportation such as trains, subways, bicycles, metro transits and others. One needs to focus on substitute products and the minimum switching costs for potential customers, and high profit earning industries which can afford to reduce margins in order to broaden their market into the seller’s market.

### Link – HSR – France Emprics

#### French empirics prove HSR trades off with auto industry

International Transport Forum, intergovernmental organization, October 2009, “Competitive Interaction Between Airports, Airlines, and High-Speed Rail,” Organisation for Economic Co-operation and Development, http://www.internationaltransportforum.org/jtrc/discussionpapers/DP200907.pdf

The French situation was mentioned as one where capacity in aviation was a crucial factor in the assessment of high‐speed rail projects. Some French TGV connections brought about a substantial shift from air to rail29, freeing up scarce capacity (valuable slots) in aviation30. This effect occurs irrespective of whether low‐cost or other carriers might provide service between the cities linked by the high‐speed rail connection. Furthermore, since high‐speed rail uses separate facilities, it can also free up capacity for rail freight and for regional passenger transport. It was noted, however, that in many cases the main (expected) modal shift in response to a high‐speed rail connection is from road to rail, not from air to rail.

### Link – HSR – Europe Proves

#### High speed rail will compete with cars – Europe proves

Regional Aviation News, May 2007, Regional Aviation News, http://search.proquest.com/pqrl/docview/205016092/13793A8A049491DEC35/1?accountid=11091 , “High-Speed Rail Takes Market Share from Regionals”, SS)

The greening of Europe also includes an attack on short-haul road service which is significantly impacted by the growth of high-speed rail service on the Continent and in Britain. Citing the increasing car travel hassle, European rail officials, who recently testified before the Senate, said high-speed rail is consistently winning market share form traffic. Of course, regionals would remind them that their success has come with subsidies that put auto industries at a competitive disadvantage.

## Internal Links

### 1NC Auto Industry Key To US Econ

#### Auto Industry key to the United States Economy

Bob King, 7-19-2012, “Auto bailout is driving the U.S. recovery,” Delaware Online, “http://www.delawareonline.com/article/20120720/OPINION16/307200014/Auto-bailout-driving-U-S-recovery?odyssey=mod%7Cnewswell%7Ctext%7COpinion%7Cs”

The bankruptcy restructuring General Motors and Chrysler in 2009 through the creation of new companies formed with assets purchased from those troubled companies was highly successful. Today GM and Chrysler are profitable, investing in America and creating jobs. President Obama's decision to act to save GM and Chrysler prevented an economic catastrophe that would have thrown the nation into a full-blown depression and resulted in dozens of additional bankruptcies in the auto industry and across industrial America. Instead, the auto industry today accounts for an outsized share of economic growth and is helping lead our nation's economic recovery.

### Auto Industry Key To US Econ

#### Auto industry is key to the economy – 1 in 10 jobs are auto jobs

Carl Levin et al, U.S. Senator (D-MI) writing on behalf of Michigan Congressional Delegation, 11-10-2008, “Michigan Delegation Urges Immediate Action on Auto Industry,” ClickOn Detroit, http://www.clickondetroit.com/news/17950266/detail.html

The U.S. auto industry represents almost four percent of U.S. gross domestic product and represents ten percent of U.S. industrial production by value. One out of every 10 U.S. jobs is auto-related. General Motors, Ford and Chrysler account for roughly 70 percent of U.S. auto production and are estimated to support around five million jobs across all 50 states. According to a report released last week by the Center for Automotive Research, the failure of even one US automaker would mean the loss of millions of jobs and cost our economy hundreds of billions of dollars. Inaction is not an option. These last years have seen the domestic automakers pursue an unprecedented restructuring that has put them in a very competitive position with respect to product quality (Ford has tied Toyota and Honda in quality according to Consumer Reports), fuel efficiency (GM offers 17 models achieving 30 MPG or better – twice the nearest competitor), and advanced technology vehicles (Chrysler has announced the launch of electric vehicles beginning in 2010 and all three companies have extensive hybrid offerings). In addition, the three domestic automakers spend a combined $12 billion annually on research and development. This R&D capacity is a national asset that would be put at risk if we do not restore the health of our auto industry. This vital role that the domestic auto industry plays in our economy is broadly recognized. Congressional Leaders in both the House and Senate have met with representatives of the industry and its workers at the most senior level and have expressed to you that “A healthy automobile manufacturing sector is essential to the restoration of financial market stability, the overall health of our economy, and the livelihood of the automobile sector's workforce.” On Friday, President-elect Obama said, “The auto industry is the backbone of American manufacturing and a critical part of our attempt to reduce our dependence on foreign oil… I have made it a high priority for my transition team to work on additional policy options to help the auto industry adjust, weather the financial crisis, and succeed in producing fuel-efficient cars

### Auto Industry Key To US Econ

#### The economy hinges on the auto industry

Arney Stone, senior writer for BusinessWeek online, 4-26-2005, “Detroit’s Woe, America’s Worry,” Business Week, http://www.businessweek.com/bwdaily/dnflash/apr2005/nf20050426\_7826\_db035.htm

These are tough times for Detroit, and they aren't likely to get better anytime soon. So motorists, consumers, and investors better all brace themselves: The effects of auto industry woes will likely rumble through the economy far beyond Motown's city line. General Motors (GM) shocked the financial world in mid-March when it warned of staggering losses in the first quarter of this year -- $1.1 billion in red ink when the number was announced on Apr. 19. Ford (F ) reported on Apr. 20 that it managed to post a profit of $1.2 billion in the period, but that was a punishing 38% drop from a year ago. Both companies' stocks have fallen about 40% in the past year, and credit markets are reeling at the potential for credit-rating downgrades. "It's a very sad day here in Detroit," says Gerald Meyers, a professor at the University of Michigan Business School and former chairman of American Motors Corp. Even Chrysler, a division of Germany's DaimlerChrysler (DCX ) that's holding up far better than the other two members of Detroit's Big Three, is worried about what troubles at GM and Ford portend for the U.S. auto industry, says Meyers. LOST IMPACT. Because of the domestic auto industry's size, its misfortunes have an amplified impact on the overall economy and on family budgets, say economists and industry experts. For example, financial turmoil sparked by a credit downgrade for the car companies could have a direct effect on many Americans' savings and retirement accounts. When debt falls in value, mutual funds and pension funds holding bonds issued by these carmakers fall, too. Rising gas prices only add to consumers' pocketbook misery. Most shocking of all: Given the nature of this downturn, increases in car prices are likely to accelerate. "I don't think you'll see any diminution in the quality of cars or the choice, but I do expect to see higher prices," says David Cole, chairman of the nonprofit automotive think tank, Center for Automotive Research (CAR). Auto makers are already reporting that incentives, like zero-percent financing programs, aren't stimulating buying the way they used to and are cutting them back, says Tom Webb, chief economist with Manheim Auctions in Atlanta. Used-car prices are also rising, which often presages higher stickers for new vehicles, he says.

### Auto Industry Key To US Econ

#### Auto-industry key to the economy and competitiveness

Barack Obama, First Black President, 7-15-2008, “Obama on GM job and production cuts,” http://my.barackobama.com/page/community/post/samgrahamfelsen/gGxkZD

When a mainstay of the American economy is forced to make a restructuring decision like the one General Motors is announcing today, it is a sober reminder of the difficult economic times we're facing and of why we need change and a new direction in Washington. My heart goes out to all the workers and families in Michigan and across the country who will be affected as well as those who have been impacted over the last few months and years of turbulence in the auto industry. America’s auto workers are not just the backbone of our economy, they are on the front lines of our effort to produce the next generation of clean vehicles, strengthen America’s competitiveness and create up to 5 million clean energy jobs here in the United States. I have also met with the workers in these plants, men and women who face a different set of economic challenges. Their perfect storm includes paychecks that are being stretched to meet family budgets, intensifying competition from abroad, jobs that are increasingly insecure and little support from a government that has consistently turned its back on the middle-class. In this difficult moment, it is clear that just as the American economy cannot succeed without our auto companies, these companies cannot succeed without a strong and growing American economy. And while all of us must take responsibility for building a future of shared prosperity, we will not turn our economy around with more of the same failed economic policies of the last 8 years.

## Impact

### Economic Decline – Nuclear War

#### Economic collapse causes extinction

Lt. Col, Tom Bearden, PhD Nuclear Engineering, April 25, 2000, <http://www.cheniere.org/correspondence/042500%20-%20modified.htm>

Just prior to the terrible collapse of the World economy, with the crumbling well underway and rising, it is inevitable that some of the [wmd] weapons of mass destruction will be used by one or more nations on others. An interesting result then---as all the old strategic studies used to show---is that everyone will fire everything as fast as possible against their perceived enemies. The reason is simple: When the mass destruction weapons are unleashed at all, the only chance a nation has to survive is to desperately try to destroy its perceived enemies before they destroy it. So there will erupt a spasmodic unleashing of the long range missiles, nuclear arsenals, and biological warfare arsenals of the nations as they feel the economic collapse, poverty, death, misery, etc. a bit earlier. The ensuing holocaust is certain to immediately draw in the major nations also, and literally a hell on earth will result. In short, we will get the great Armageddon we have been fearing since the advent of the nuclear genie. Right now, my personal estimate is that we have about a 99% chance of that scenario or some modified version of it, resulting.

### Economic Decline – Nuclear War

#### Decline in the economy causes war

Walter Russell Mead, contributing editor to Opinion and a senior fellow at the Council on Foreign Relations, Los Angeles Times, August 23, 1998, p. M1

Even with stock markets tottering around the world, the president and the Congress seem determined to spend the next six months arguing about dress stains. Too bad. The United States and the world are facing what could grow into the greatest threat to world peace in 60 years. Forget suicide car bombers and Afghan fanatics. It's the financial markets, not the terrorist training camps that pose the biggest immediate threat to world peace. How can this be? Think about the mother of all global meltdowns: the Great Depression that started in 1929. U.S. stocks began to collapse in October, staged a rally, then the market headed south big time. At the bottom, the Dow Jones industrial average had lost 90% of its value. Wages plummeted, thousands of banks and brokerages went bankrupt, millions of people lost their jobs. There were similar horror stories worldwide. But the biggest impact of the Depression on the United States--and on world history--wasn't money. It was blood: World War II, to be exact. The Depression brought Adolf Hitler to power in Germany, undermined the ability of moderates to oppose Joseph Stalin's power in Russia, and convinced the Japanese military that the country had no choice but to build an Asian empire, even if that meant war with the United States and Britain. That's the thing about depressions. They aren't just bad for your 401(k). Let the world economy crash far enough, and the rules change. We stop playing "The Price is Right" and start up a new round of "Saving Private Ryan."

# Affirmative Answers

## Non-Unique

### NU - Auto Sales Down Now

#### Auto-sales peaked in June and are falling now

Tom Krisher, AP Auto Writer, 7-20-2012, “Auto sales weaken a bit in early July,” The Seattle Times, “http://seattletimes.nwsource.com/html/businesstechnology/2018729443\_apusautosalesjuly.html”

DETROIT — The raft of gloomy economic news may be starting to hurt U.S. auto sales. Industry analysts and dealers said this week that sales during the first half of July slowed a bit from the robust pace in June. But they still were expected to be better than July of 2011. "It's a bit slower than where we want it to be," said Inder Dosanjh, owner of several General Motors dealerships in the San Francisco-Bay area. Dealers such as Dosanjh may be wondering if car buyers, who've largely ignored sobering economic headlines, are finally getting discouraged. A widely followed reading on consumer confidence has fallen for four straight months. Federal Reserve Chairman Ben Bernanke acknowledged this week that the economy has weakened. For the first half of the year, sales of cars and trucks ran at an annual rate of 14.3 million, the best pace in 5 years. Car buyers bought everything from compacts to big pickups, making the auto industry a bright spot in the economy. The only hiccup came in May, when sales slipped to a 13.8 million annual rate as the stock market plunged. Buyers returned in June to drive sales back up to a 14.1 million rate. Jeff Schuster was expecting sales to tail off in the early part of July, partly because promotions leading up to Independence Day may have pulled sales ahead into June. The senior vice president of forecasting at the LMC Automotive consulting firm in Troy, Mich. predicts July sales likely will come in at an annual rate below 13.8 million. "With the weaker consumer confidence, the auto industry could be in for a roller-coaster second half, but it isn't time to sound the alarm yet," said Schuster, who is sticking with his forecast of 14.5 million sales for the full year.

### NU – Auto Sales Down Now

#### There aren’t many skilled designers to create cars for the auto industry. Decline in the auto industry and increase in unemployment.

Frank Sherosky, 10-20-2011, Detroit auto industry still suffering from lack of CAD designer skill portability, <http://www.torquenews.com/119/detroit-auto-industry-still-suffering-lack-cad-designer-skill-portability>

Imagine if you had five more computer operating systems than just Windows, and in order to get a new job, you had to be fluent in all of them, not to mention proficient. Then you get the scope of the problem still plaguing many within Detroit's unemployed engineering and design community, while the auto industry cries that it cannot find skilled designers. Look at that photo. A visit to the GM Heritage Center in Sterling Heights, Michigan is a classic example of what can and had been accomplished long before there ever was a single CAD system in the arsenal of Detroit's auto industry. Now multiple systems permeate the industry, but something got lost in the process: designer skills portability which is still affecting the unemployment level.¶ The last time I called upon the SAE to help lead the auto industry toward slimming down the eclectic list of CAD systems in the auto industry, nothing really happened except an email. So, in light of companies complaining they cannot find qualified U.S. engineers and CAD designers, allow me to state the case once again.

### NU – Auto Sales Down Now

#### The US auto industry is falling behind.

The economic collapse.com, 2012 17 Facts About The Decline Of The U.S. Auto Industry That Are Almost Too Crazy To Believe, http://theeconomiccollapseblog.com/archives/17-facts-about-the-decline-of-the-u-s-auto-industry-that-are-almost-too-crazy-to-believe

Very few things illustrate how dramatically America has been deindustrialized than the stunning decline of the U.S. auto industry. Once upon a time, the United States literally taught the rest of the world how to make cars. We were the ones that invented the assembly line. We were the ones that showed the rest of the world what mass production could do for an economy. For decades, we produced more cars than anyone else and we sold more cars than anyone else. Detroit was known as "the Motor City" and our manufacturing prowess dominated the planet. But now all of that has changed. Japan makes far more vehicles than we do today. So does Germany. As you read this, state of the art production facilities are going up all over China. Meanwhile, the U.S. auto industry continues to rot and thousands upon thousands of good automotive jobs continue to leave our shores. The rest of the world is making cars better than we are, they are making them cheaper than we are and they really don't care that many of our formerly great manufacturing cities are turning into rotting, stinking hellholes. The U.S. auto industry was once a symbol of American dominance, but now it is just a symbol of American decline. If we want to remain a great nation, then we need to start becoming great at making things once again.

## Link Defense

### No Link - Generic

#### No tradeoff between mass transit and the auto industry

Brian Taylor, Prof at UCLA, and Camille Fink, 3-22-2003, “The Factors Influencing Transit Ridership: A Review and analysis of the ridership literature,” UCLA Department of Urban Planning, <http://www.uctc.net/papers/681.pdf>)

Liu (1993) and Kain and Liu (1995, 1996) include measures of auto ownership (using per capita passenger car registrations or percent carless households) in regression models for various metropolitan areas. However, because car ownership, car use, and transit use are interrelated, a change in one variable affects the others, although the magnitude of effect may not be symmetrical in terms of direction. Kitamura (1989) examines the causal relationships between car ownership, car use, and transit use using surveys and trip diaries given to nearly 4,000 people in the Netherlands. He finds that a change in car ownership leads to a change in car use, which in turn, influences transit use. He finds that the reverse relationship, where a changes in transit use lead to changes in car use, is weak. Thus, he concludes that increasing car use may not be suppressed by transit improvements.

### No Link – HSR

#### HSR won’t crush the auto industry – Japan and Europe prove

Illinois Policy Institute, 7-30-2009, “High Speed Rail Is Expensive and Inefficient,” http://www.illinoispolicy.org/news/article.asp?ArticleSource=1256

Moderate-speed trains whose average speeds are 60 to 75 mph are not going to relieve highway congestion. Even California predicts that its true high-speed trains will take only 3.8 percent of traffic off of parallel roads. Since traffic grows that much every two years, high-speed rail is an extremely costly and ineffective way of treating congestion. High-speed trains in Europe and Japan may be attractive to tourists, but neither have stopped the growth in auto driving. Residents of Japan travel as much on domestic airlines and almost as much by bus as by high-speed rail, and they travel by car 10 times as many miles per year as by high-speed rail. "Not a single high-speed track built to date has had any perceptible impact on the road traffic carried by parallel motorways," says Ari Vatanen, a member of the European Parliament. The average residents of Japan and France ride high-speed rail less than 400 miles a year.

## Internal Links

### Auto Industry Not Key To Economcy

#### Automobile industry not key to the US economy

Marsha Freeman, Science and Technology writer, 2005, ““The U.S. Auto Industry Never Just Produced Cars,” Executive Intelligence Review, http://www.larouchepub.com/eiw/public/2005/2005\_40-49/2005\_40-49/2005-49/pdf/21-22\_47\_eco.pdf

There is widespread misconception that the automobile industry in the United States is now in the throes of collapse because there is too much manufacturing capacity for the number of cars people can buy, and that there is nothing else that can be done with the auto industry’s factories and machine-tool shops. Nothing could be further from the auto industry’s own history. Today, when dozens of manufacturing plants are being shuttered, and tens of thousands of skilled auto and machine-tool workers are losing their jobs, this manufacturing capacity, which is a national economic asset, must be converted to produce the rail, advanced mass transit, energy, and other infrastructure systems that Lyndon LaRouche has proposed. It has been done in the past. It must be done now. Henry Ford, who created the system of mass production that made automobiles available and affordable for a large part of the nation’s population, was born on a farm in Michigan, two years before the end of the Civil War. Henry Ford hated labor-intensive farming. So the first experimental wheeled, motorized vehicle he developed in 1907, two years before his famous Model T car, was the tractor, or “automotive plow.” Ford began mass producing tractors during the First World War, and the economy remained a major producer to tractors through the early 1960s. In the 1930s, General Motors, established its Electromotive Division, producing diesel-powered locomotives and trains, contributing to the expansion of the nation’s rail system. Later, the engines would be used in submarines and destroyers. Present Franklin Roosevelt’s mobilization, to make the United States the “arsenal of democracy” during the Second World War, challenged the automobile industry to transform itself into a major supplier of high-technology war material. The last automobiles rolled off the assembly lines in 1942, as the industry joined the full-scale war-production drive. Walter Reuther, president of the United Auto Workers union, and an expert tool-and-die maker, convinced the Roosevelt Administration that the auto industry should be retooled, pointing out that converting a plant to produce airplanes would take six months, while building a new plant would take 18. Over the course of three years of war production, the auto industry build 27,000 complete planes, 455,522 airplane engines, 255,518 propellers, plus steel helmets, small-arms ammunition, and other items. The challenge to the auto and machine-tool industries and their skilled workers, was that all of these had to be built to much higher tolerances and greater reliability than automobiles, which, despite the skeptics, the industry magnificently accomplished.

### Congestion Impact Turn

#### Turn – roads and cars cause congestion

Tom David and Rick Dower, Staff Writers, 2008, "San Diego's transportation future” “http://www.utsandiego.com/news/2008/dec/29/mz1e29letter19517-letters/?print&page=all”

Duncan McFetridge's commentary is a study in physiological button-pushing and dogged distortion of information. First, the automobile is the transportation method of choice for the region because it fills the public need to get to places the public wants to go at a cost that is perceived to be reasonable. The mantra that enough roads for cars can never be built is a distortion that, when forced to become public policy, is a self-fulfilling reality. Public transportation, particularly the touch-stone panacea of light rail, is enormously expensive, filled with irresolvable compromises that produces a system that doesn't go where and when the public wants, is forever fixed in place, and has a significant energy burden that is never factored into the public transportation argument. The public transportation fixation should be set to music and staged as a tragic-comedic opera where those interested in fantasy and unreality could go for laughs and a few tears and no one would suffer from wasted tax dollars… Duncan McFetridge makes a mighty persuasive argument for better public transit options, as opposed to more massive highway programs for our region as apparently envisioned by the San Diego Association of Governments' planners eager for an infusion of federal billions. Been there, done that. He's certainly right about the folly of trying to build our way out of traffic congestion. If it actually worked any more, cities such as Los Angeles -- not to mention our once-lovely hometown -- that have been all but destroyed for cars should be heaven for drivers. Obviously, they aren't. As much of the enlightened world gears up to try to reduce its carbon footprint, create more livable cities and develop bold new ideas for public transportation aimed at getting people out of their cars, as existing infrastructure collapses from want of attention, it no longer makes the slightest sense to pour scarce resources into new highway construction. According to the California Air Resources Board, approximately 75 percent of diesel particulate emissions in California are related to goods movement. Freight transportation is still largely driven by fossil fuel combustion. With that combustion comes emission of greenhouse gases, carbon dioxide, nitrous oxide and particulate matter. In addition, CARB has attributed thousands of premature deaths to diesel emissions and estimates that the cumulative health costs of diesel emissions are tens of billions of dollars. We need to find ways to reduce congestion and alleviate transportation bottlenecks even as our population continues to grow, placing new and greater demands on existing transportation systems. Transit will be a vital part of the solution. According to the most recent Texas Transportation Institute report on congestion, public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel in 2005.

#### Congestion kills the economy

Ryan McConaghy, Deputy Director at the Schwartz Initiative on Economic Policy, Jim Kessler, Senior VP at Third Way, January 2011, “A National Infrastructure Bank”, Schwartz Initiative on Economic Policy”

America’s infrastructure gap poses a serious threat to our prosperity. In 2009, the amount of waste due to congestion equaled 4.8 billion hours (equivalent to 10 weeks worth of relaxation time for the average American) and 3.9 billion gallons of gasoline, costing $115 billion in lost fuel and productivity.13 Highway bottlenecks are estimated to cost freight trucks about $8 billion in economic costs per year,14 and in 2006, total logistics costs for American businesses increased to 10% of GDP.15 Flight delays cost Americans $9 billion in lost productivity each year,16 and power disruptions caused by an overloaded electrical grid cost between $25 billion and $180 billion annually.17 These losses sap wealth from our economy and drain resources that could otherwise fuel recovery and growth.

### Auto Industry Causes Pollution

#### Auto use causes pollution

Mark Van Vugt, Department of Health Education University of Limburg Maastricht, 1995, “Car Versus Public Transportation? The Role of Social Value Orientations in a Real-Life Social Dilemma,” Journal of Applied Social Psychology, Pg. 259-260

<http://www.kent.ac.uk/psychology/department/people/van-vugtm/personal/publications/JASP1995Pdf.pdf>

The decision to commute by car or by public transportation has consequences not only for the commuter himself or herself but also for others. An individual’s well-being may be strongly affected by the choices of others in at least two different ways. As more people commute by car rather than by public transportation, the individual may experience (a) the negative effects of environmental pollution and or (b) the costs associated with traffic congestion, provided that he or she commutes by car as well. Similarly, the individual’s own choice affects the well-being of others. This interdependent situation is, to some extent, problematic because the individual’s own well-being may be better served by a choice for the car, given that it may yield greater individual outcomes in terms of convenience, flexibility, and privacy, whereas the well-being of others is better served by the individual choice for public transportation, which contributes neither to pollution nor to congestion. This particular type of interdependence yielding a conflict between individual and collective interests is better known as a social dilemma (Dawes, 1980; Messick & Brewer, 1983).

#### Pollution Kills People

Cheryl E. Merritt, assistant director of development at Cornell College. 2006 “The Cause and Effect of Air Pollution, <http://www.yale.edu/ynhti/curriculum/units/1988/6/88.06.06.x.html>”

One study by Ishikawa et al. provided evidence that air pollution may cause or contribute to emphysema. A comparison was made of autopsy lung material from residents of two cities, Winnipeg Manitoba and St. Louis, Missouri. The Canadian city has a relatively low level of air pollution, whereas the American city characteristicly has high levels of industrial contaminants. Emphysema was found to be seven times more common in St. Louis for ages 20-49 and twice as common for ages over 60.1 Lets look at a comparison. Smoking was significant but not an isolated factor. A 1960-66 post mortem examination of lungs of 300 residents of St. Louis, Missouri, and an equal number from Winnipeg, Canada. The subjects were matched by sex, occupation, socio-economic status, length of residence, smoking habits, and age at death. The high cost of air pollution is strikingly illustrated in its damaging effects on the human body. Besides the unpleasantness of irritated eyes and scratchy throats, it presents a threat to the respiratory tract, contributing to a number of serious diseases. In both the United States and Europe, episodes of high levels of air pollution were implicated in a large number of deaths.