# Warming DA Negative

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## Uniqueness

#### Temperatures down now

James Taylor, senior fellow for environment policy at the Heartland Institute, 11-09-2011, “Carbon Dioxide Emissions Up Sharply, Yet Temperatures Are Flat?,” Forbes, <http://www.forbes.com/sites/jamestaylor/2011/11/09/carbon-dioxide-emissions-up-sharply-yet-temperatures-are-flat/>, TF

The U.S. Department of Energy has just published its estimates of global carbon dioxide emissions for the year 2010, concluding emissions rose by 6% from 2009 to 2010. This constitutes the largest rise yet recorded and means global emissions are rising faster than any of the scenarios advanced by the United Nations Intergovernmental Panel on Climate Change (IPCC) in its 2007 report. Global warming activists are claiming the 2010 rise proves global warming is even worse than previously feared, but exactly the opposite is the case. The new emissions data support the arguments of skeptics asserting carbon dioxide emissions do not impact global temperatures as much as IPCC computer models predict. In light of the 2010 data, global carbon dioxide emissions have risen by fully a third since the year 2001, yet global temperatures have not risen during the past decade. Global warming activists argue that carbon dioxide emissions are the sole or primary factor in global temperature changes, yet global temperatures show no change despite a 33% increase in global carbon dioxide emissions. The fact that global temperatures are not rising despite such a significant increase in carbon dioxide emissions provides validation of skeptical arguments, not a cause for heightened alarm.

#### **Temperatures at 1997 level**

Lewis Page, staff writer for The Register, 11-30-2011, “UK Met Office: World temperature back down to 1997 level,” The Register, <http://www.theregister.co.uk/2011/11/30/met_office_temp_statement_for_durban/>, TF

The UK's Met Office has unveiled preliminary figures showing that according to its global temperature database, worldwide temperatures this year have descended to the levels seen in 1997. However Met Office researchers insist that dangerous global warming is still very much underway. According to the Met Office supervised HadCRUT3 data, worldwide average temperatures this year are provisionally set to come in at 14.36°C, the same as 1997. Every year since then has been higher except 1999, 2000 and 2008. Global temperatures reached their highest ever peak in 1998, according to the HadCRUT dataset, at 14.52°C. Since 2001 temperatures from 14.42°C to 14.5°C have been seen, but now the HadCRUT3 is looking as though it's back down to levels which have been almost unseen in the past decade.

## **Links**

### High-Speed Rail

#### The plan creates warming from construction – takes decades to make up

Tim Sheehan, business reporter for the Fresno Bee, 5-26-2012, “High-speed rail construction will give Valley's bad air a big bump before reductions take hold,” The Fresno Bee, <http://www.fresnobee.com/2012/05/26/v-print/2851875/high-speed-rail-secret-construction.html>, TF

Backers of California's proposed high-speed rail system frequently tout the long-term air-quality benefits of getting people out of cars and planes and onto electric-powered trains. But any reductions in air pollution won't start for at least a decade, when the trains would start carrying passengers between Merced and the Los Angeles Basin. Meanwhile, building the system in the San Joaquin Valley is expected to pump tons of dust, greenhouse gases and other pollutants into the air. International experts warn it could take years for the benefits of train ridership to make up for the harm caused during construction. The California High-Speed Rail Authority expects to pay millions of dollars to make up for construction emissions in the Valley. "Building in an emissions-free manner is not possible, of course," said Lisa Marie Burcar, a spokeswoman for the rail authority. "But offsetting those emissions to result in the same outcome is." In its environmental impact report for the Merced-to-Fresno section -- one of the first portions of the statewide train system planned to be built -- the rail authority allows that "construction ... has the potential to cause temporary and significant localized air quality impacts" on the Valley's air between 2013 and 2022. Work would include demolition, land grading, earthmoving, pouring concrete, building stations and laying tracks. All that work, and the equipment used to do it, are expected to produce reactive organic compounds and nitrogen oxides -- two chemicals that mix in the atmosphere to create ozone -- as well as dust and carbon dioxide and other greenhouse gases. The pollution anticipated from high-speed rail construction would be a small fraction of emissions already generated in the region. But in the Valley, already struggling to meet state and federal air-quality standards, any extra pollution is a major worry, said David Barber, of the San Joaquin Valley Air Pollution Control District. Construction pollution not only has "dire consequences" for healthy air, but it threatens the San Joaquin Valley's ability to comply with federal mandates under the federal Clean Air Act, Barber told rail-authority board members this month in Fresno…In Spain, where high-speed trains have been running for 20 years, some experts said it can take decades for high-speed rail to make up for environmental damage from construction. High-speed trains "might be green, [but] don't take it for granted," said Germà Bel, a professor of political economics at the University of Barcelona and a former deputy in the Spanish parliament. "Because there is a lot of environmental damage while the construction is on." The story does not begin the day that high-speed lines begin service: The story with the environment begins the day on which the first work began." Disregarding the construction effects "gives the environmental effects of high-speed rail a kind of mythological value," he said. To make up for construction impacts, a high-speed train line must attract enough people from cars and planes. "If you have a new line with huge demand, it might be environmentally friendly -- at a huge cost," Bel said. "If you have medium use of such a line, you take about 30 years to recover the environmental damage done because of construction. If the usage is low, you actually have a very bad effect on the environment. "The point with high-speed rail is whether you get dozens of millions of trips [per year]. It's very demanding, and it's not the case with any single line in Spain."

#### HSR construction causes massive CO2 increases

Jonas Westin, Centre for Transport Studies at the Royal Institute of Technology, 2012, “Transportation Research Part D,” <http://www.lalica.net/Appello_a_Monti/Westin%20and%20Kageston%202011%20(Sweden).pdf>, TF

Although high speed in all modes of transport comes at the price of negative environmental impact, many environmentalists, and the companies and interest organizations of the rail sector, claim that high-speed rail is environmentally beneﬁcial and should be allowed to form an important part of climate change mitigation. Independent research, on the other hand, concludes that these beneﬁts may not be that large. The embedded CO2 emissions from constructing and maintaining a high speed link is often substantial, partly because of the extensive use of steel and concrete, which are highly energy intensive in their production (Network Rail, 2009).

### Highways

#### Driving the leading cause of CO2 emissions

PSRC, 2010, “Draft Transportation 2040,” Puget Sound Regional Council, <http://www.fhwa.dot.gov/environment/climate_change/adaptation/resources_and_publications/model_language/>, TF

According to the Puget Sound Clean Air Agency, for every gallon of gasoline used, automobiles release roughly 20 pounds of carbon dioxide, one of the primary greenhouse gases contributing to climate change. In the central Puget Sound region, cars and trucks contribute more greenhouse gas emissions than any other source. Burning conventional diesel and gasoline in our motor vehicles and equipment is responsible for the bulk of our greenhouse gases and other air toxics.

#### Driving second leading cause of warming

EPA, 6-14-12, “Sources of Greenhouse Gas Emissions,” The Environmental Protection Agency, <http://www.epa.gov/climatechange/ghgemissions/sources/transportation.html>, TF

The Transportation sector includes the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles. The majority of greenhouse gas emissions from transportation are CO2 emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines. The largest sources of transportation-related greenhouse gas emissions include passenger cars and light-duty trucks, including sport utility vehicles, pickup trucks, and minivans. These sources account for over half of the emissions from the sector. The remainder of greenhouse gas emissions comes from other modes of transportation, including freight trucks, commercial aircraft, ships, boats, and trains as well as pipelines and lubricants. Relatively small amounts of methane (CH4) and nitrous oxide (N2O) are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon (HFC) emissions are included in the Transportation sector. These emissions result from the use of mobile air conditioners and refrigerated transport. In 2010, greenhouse gas emissions from transportation accounted for about 27% of total U.S. greenhouse gas emissions, making it the second largest contributor of U.S. greenhouse gas emissions after the Electricity sector.

### AACs

#### AACs require over 1700 aircraft engines

Copernicus, Blog Alias of an Astrophysicist, 5-15-2012, “Copernicus On The Science Of THE AVENGERS (Part 1)!!,” <http://www.aintitcool.com/node/55755>, TF

To make the carrier hover, we need to generate enough thrust to balance the force of gravity. We can calculate this from Newton’s second law: F=ma, where F is a force, m is mass, and a is acceleration. Here we use the acceleration due to gravity again, which is what we have to counterbalance. Plugging in the numbers, we get that we need a force (thrust) of about a billion Newtons. The world’s most powerful commercial jet engine (a turbofan, which is slightly different in design, but close enough), the GE90-115B on some versions of the Boeing 777, generates 569 kilo-Newtons of thrust. So would take a hell of a lot more than 4 of them to levitate an aircraft carrier -- you’d need about 1700 such engines. If you were using the Space Shuttle Solid Rocket Boosters instead, you’d still need about 70 of them.

### Ports

#### Ports cause air pollution

Effie **Antoniou**, Planner and Regional Developer, MSc in Development and Planning, MSc in Environmental Economics and Natural Resources, PhD Candidate **and** Konstantina **Stamatiou**, Solicitor, MSc in Planning and Regional Development, PhD Candidate **11/20/2012** “ENVIRONMENTAL PROTECTION AND MANAGEMENT OF SEA-PORTS. THE CASE OF VOLOS SEA-PORT; 3.3 Air pollution in ports” <http://connectedcities.eu/downloads/showcases/ENVIRONMENTAL_PROTECTION_AND_MANAGEMENT_OF_VOLOS_SEA-PORT.pdf> JD

Air pollution is a significant problem that ports face world wide. Taking into account¶ the intense that hundreds of ports welcome ships, anyone can assume that the ¶ pollution in ports is evident. One aspect of pollution that is related to ports and port ¶ activities is the air pollution. It is obvious that the busier a port is the greater the air ¶ pollution exists. Unfortunately, ships and port activities are strongly related to air ¶ pollution. Adding to the fact that the majority of ports are close to cities it is easy to¶ understand that the air of the city beyond the city’s activities itself it becomes ¶ deteriorated due to port activities. Therefore it is a matter of great importance to ¶ manage the air pollution, protecting human health and the environment. ¶ The ships, indifferent of the type use diesel. The combustion of diesel exhaust ¶ depends on the type of engine, the speed and the load at which it is run and of ¶ course on the composition of the fuel used. It is well-known that diesel exhaust ¶ contains identified mutagens and carcinogens. Diesel exhaust particles are small ¶ enough to penetrate to the alveolar region. According to research that has been ¶ conducted it has been measured the about 98% of the particles emitted form diesel ¶ engines are less than 10 microns in diameter (PM10), 94% are less than 2.5 microns ¶ in diameter (PM2.5) and 92% are less than 1 micron in diameter (PM1). As a result of ¶ the incomplete combustion, the gaseous fraction also contains pollutants such as the ¶ carbon monoxide, sulphur oxides (SOx), nitrogen oxides (NOx), volatile hydrocarbons ¶ and low-molecular-weight polyaromatic hydrocarbons and their derivatives (Sharma ¶ D.C. 2006).

## **Impacts**

#### Warming causes species extinction, droughts, and a host of other impacts

National Geographic, 2007, “Effects of Global Warming,” <http://environment.nationalgeographic.com/environment/global-warming/gw-effects/>, TF

Sea levels are expected to rise between 7 and 23 inches (18 and 59 centimeters) by the end of the century, and continued melting at the poles could add between 4 and 8 inches (10 to 20 centimeters). Hurricanes and other storms are likely to become stronger. Species that depend on one another may become out of sync. For example, plants could bloom earlier than their pollinating insects become active. Floods and droughts will become more common. Rainfall in Ethiopia, where droughts are already common, could decline by 10 percent over the next 50 years. Less fresh water will be available. If the Quelccaya ice cap in Peru continues to melt at its current rate, it will be gone by 2100, leaving thousands of people who rely on it for drinking water and electricity without a source of either. Some diseases will spread, such as malaria carried by mosquitoes. Ecosystems will change—some species will move farther north or become more successful; others won’t be able to move and could become extinct. Wildlife research scientist Martyn Obbard has found that since the mid-1980s, with less ice on which to live and fish for food, polar bears have gotten considerably skinnier. Polar bear biologist Ian Stirling has found a similar pattern in Hudson Bay. He fears that if sea ice disappears, the polar bears will as well.

#### **Warming leads to extinction**

Sify, 6-20-2010, “Could unbridled climate changes lead to human extinction?,” Sify News, <http://www.sify.com/news/could-unbridled-climate-changes-lead-to-human-extinction-news-international-kgtrOhdaahc.html>, TF

The findings of the comprehensive report: 'The impact of climate change on the world's marine ecosystems' emerged from a synthesis of recent research on the world's oceans, carried out by two of the world's leading marine scientists. One of the authors of the report is Ove Hoegh-Guldberg, professor at The University of Queensland and the director of its Global Change Institute (GCI). 'We may see sudden, unexpected changes that have serious ramifications for the overall well-being of humans, including the capacity of the planet to support people. This is further evidence that we are well on the way to the next great extinction event,' says Hoegh-Guldberg. 'The findings have enormous implications for mankind, particularly if the trend continues.

## DA Turns the Case

#### Warming causes adverse transportation effects

In addition to reducing the impacts from the transportation sector on climate change, it is also important for the region to address the impacts from climate change. This concept is referred to as 'adaptation to climate change.' Beyond transportation, a wide variety of impacts from long term climate change may be expected in Washington state and the Puget Sound region. These include rising sea levels, increased flooding, and an increase in the frequency and severity of storms and other weather events, droughts, wildfires, impacts to water availability and quality, and impacts to crops. Specific to transportation, impacts could include the accelerated deterioration of roadways, issues related to flooding and increased stormwater, bridge damage, rail buckling, and reduced water levels in some water bodies that could affect the passage of ships and barges.