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# \*\*\*1AC\*\*\*

## 1AC Inherency

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

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

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

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

### There is no method for maintaining and repairing locks and dams now.

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

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

The precarious status of the waterway system stems from what government and industry officials agree is a broken method of maintaining and replacing aging locks and dams.

### Piecemeal funding can’t solve – doesn’t surmount the cost of construction delays.

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

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

Congress has authorized $8 billion in projects that would replace or rehabilitate aging river infrastructure. But it has not fully funded the projects up front. The piecemeal funding the projects receive generates significant cost overruns and construction delays counted in decades, not months or years.

## Plan

### PLAN: The United States Federal Government should substantially increase capital investment in inland waterway infrastructure in the United States.

## 1AC Hegemony advantage (1)

### Advantage \_\_: Hegemony

### The U.S. is staving off global challengers through strong waterway infrastructure, although inability to maintain this will cause a loss in status.

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

The importance of a viable national transportation system to the security and economic prosperity of the United States is even more important today than it was at the time of the Lewis and Clark Expedition. Accessibility to world markets, providing quality goods at competitive pricing, and adaptability to an ever-changing environment characterizes the explosive growth of the U.S. economy over the past century. The 21st Century, however, provides interesting challenges for which we may be ill prepared. The era of globalization provides unique opportunities for other nations and international coalitions, such as the European Union (EU), to prosper and compete in international markets, challenging the preeminent standing of the U.S. economy. Economists predict the U.S. economy will double, if not triple, between now and the year 2020. 2 Globalization reinforces the need for highly efficient connections where the U.S. and international transportation networks meet. 3 Feeding these connections, domestically, are a myriad of road, rail, and waterway networks ensuring American export commodities can reach their international destinations. No single domestic transportation industry, whether trucking, rail, or waterway, can provide universal coverage for all commodities. Integrating industry capabilities is essential to ensuring cargo is delivered to port in the most efficient and cost-effect manner. Each industry plays an important role in the movement of freight, whether hauling large quantities of bulk commodities or perishables over great distances, carrying smaller packages to the main streets and back roads of America, or flying high-value merchandise to and from our trading partners abroad. 4 The collaborative efforts of U.S. transportation industries, and the infrastructure upon which they operate, provide the lifelines of American economic prosperity. Viable transportation infrastructure is essential to our national security, providing power projection platforms access to sea and aerial ports of embarkation capable of rapidly moving American military forces, equipment, and material anywhere in the world. Capable and reliable transportation infrastructure is a vital national interest of the United States. Domestic transportation infrastructure must be efficiently managed, adequately funded, and effectively integrated at the national level to serve as productive commercial conduits that support future economic growth. The United States has become one of the wealthiest nations in the world, in part, by leveraging its reliable and effective transportation infrastructure; only through further advancements in this imperative system will it maintain this status. 5 Transportation infrastructure requires a strategic-level approach to management, funding, and integration. National policy makers must balance the strengths and limitations of each transportation industry sector, ensuring their collective capabilities support projected U.S. economic and national security requirements. Based upon the capabilities inherent in each of these industries, supporting infrastructure must be available, expanded, or modernized that enable them to meet current and future transportation requirements. American transportation infrastructure requires continual investment to remain a viable means of moving freight, as well as routine maintenance, periodic modernization, and expansion to maintain adequate operability. The federal government has a Constitutional responsibility to provide adequate transportation infrastructure that supports the nation’s economy, as a means of regulating interstate commerce. While federal responsibilities for transportation infrastructure are collectively substantial, they are, however, widely disbursed and not well coordinated. 6 Congress is responsible for synchronizing the efforts of industry stakeholders and government entities, making tough decisions on resource allocations that collectively meet the strategic requirements of the transportation system. This effort requires both an interagency and intragovernmental approach.

### 1AC Hegemony advantage (2)

### New infrastructure investment is crucial - modern U.S. waterways are key to economic competitiveness – most efficient method of commerce\*\*\*

Cornell Martin, 2-21-2011, is president and CEO of the Waterways Council Inc., Journal of Commerce, Vol. 12 Issue 8, “WATERWAYS DESERVE FUNDS,” p. 35, Ebsco Host

THE RELEASE OF the president's fiscal 2012 budget on Valentine's Day and its historically low funding level for the U.S. Army Corps of Engineers' Civil Works Program was anything but a message of love. That's not unexpected in this fiscally conservative environment, but the slashed Civil Works budget is problematic not only for the corps, but for the nation, overall, as well. Why? America's inland water-ways are a precious natural resource, and remain the envy of the world because of the "water highway" our expansive waterways system pro-vides for commerce. But too often, our rivers and waterways are out of sight, out of mind. Nonetheless, modern lock and dam infrastructure is critical to our nation's competitiveness, to the effi-cient movement of the intermodal supply chain, to environmental pro-tection, to energy efficiency, to the sustainment of well-paying Ameri-can jobs and to traffic congestion relief. In real numbers, America's inland navigation system moves more than 600 million tons of freight commodi-ties valued at more than $70 billion each year. This includes about 20 per-cent of the coal burned to generate electricity in utility plants, roughly 22 percent of domestic petroleum products, approximately 60 per-cent of U.S. grain for export, helping our nation's farmers and growers to compete internationally at a fraction of the cost of the other bulk modes. The beneficiaries of the water-ways system are many because rivers provide stable pools of water for industrial, municipal and agri-cultural use, generate hydropower, provide flood protection, create rec-reational opportunities, and enhance.

### Economic competitiveness prevents major power wars – growth differential.

Stephen M. Walt, Spring 2002, professor of international affairs at Harvard, professor of political science at the University of Chicago, assistant professor of politics and international affairs at Princeton, guest scholar at Brookings, associate at Carnegie Endowment for International Peace, “American Primacy,” Naval War College Review

A second consequence of U.S. primacy is a decreased danger of great-power rivalry and a higher level of overall international tranquility. Ironically, those who argue that primacy is no longer important, because the danger of war is slight, overlook the fact that the extent of American primacy is one of the main reasons why the risk of great-power war is as low as it is. For most of the past four centuries, relations among the major powers have been intensely competitive, often punctuated by major wars and occasionally by all-out struggles for hegemony. In the first half of the twentieth century, for example, great-power wars killed over eighty million people. Today, however, the dominant position of the United States places significant limits on the possibility of great-power competition, for at least two reasons. One reason is that because the United States is currently so far ahead, other major powers are not inclined to challenge its dominant position. Not only is there no possibility of a “hegemonic war” (because there is no potential hegemon to mount a challenge), but the risk of war via miscalculation is reduced by the overwhelming gap between the United States and the other major powers. Miscalculation is more likely to lead to war when the balance of power is fairly even, because in this situation both sides can convince themselves that they might be able to win. When the balance of power is heavily skewed, however, the leading state does not need to go to war and weaker states dare not try.

### 1AC Hegemony advantage (3)

### Maintaining growth differential is key to prevent a great power transition and maintain U.S. hegemony.

Ashley J. Tellis, Spring 2009, Senior Associate at Carnegie Endowment for International Peace, specializing in international security, defense and Asian strategic issues, Research Director of the Strategic Asia program at the National Bureau of Asian Research, “Preserving Hegemony: The Strategic Tasks Facing the United States,” Global Asia, Vol.4 No. 1,

Precisely because the desire for dominance is likely to remain a permanent feature of US geopolitical ambitions — even though how it is exercised will certainly change in comparison to the Bush years — the central task facing the next administration will still pertain fundamentally to the issue of US power. This concern manifests itself through the triune challenges of: redefining the United States’ role in the world, renewing the foundations of US strength, and recovering the legitimacy of US actions. In other words, the next administration faces the central task of clarifying the character of US hegemony, reinvigorating the material foundations of its power, and securing international support for its policies. The challenge of comprehensively strengthening US power at this juncture, when the United States is still in the early phase of its unipolar role in global politics, arises importantly from the fact that the hegemony it has enjoyed since 1991 represents a “prize” deriving from victory in intense geopolitical competition with another great power. The historical record suggests that international politics can be unkind to such victors over the long term. A careful scrutiny of the hegemonic cycles since 1494 confirms quite clearly that power transitions at the core of the global system often occur because successes in systemic struggles — of which the Cold War is but one example — can irreparably weaken otherwise victorious hegemonies. The annals of the past actually corroborate the surprising proposition that no rising challenger, however capable, has ever succeeded, at least thus far, in supplanting any prevailing hegemony through cold or hot war. Over the centuries, Spain, France, Germany, Japan and the Soviet Union all tried in different ways but failed. This reassuring fact notwithstanding, hegemonic transitions still occurred regularly in international politics, a reality that points to two critical insights about succession struggles in the international system — which is a subject that ought to be of great significance to the United States and its allies as well as to its adversaries. First, struggles for hegemony in global politics are rarely limited to dyadic encounters between states. These struggles involve not only the existing hegemon and the rising challenger as the preeminent antagonists — roles that many expect will be played respectively by the United States and China over the long term — but also the entire cast of international characters, including non-state actors involved in economic processes, and the nature of their involvement in the competition become relevant to the succession process. Thus, the nature of the alliances orchestrated and managed by the United States (and possibly China as well) in the future, the relationship between state entities and the global economic system and the relative burdens borne by every actor involved in this contest become relevant to the outcome. Second, and equally importantly, who wins in the ensuing struggle — whether that struggle is short or long, peaceful or violent — is as important as by how much. This is particularly relevant because the past record unerringly confirms that the strongest surviving state in the winning coalition usually turns out to be the new primate after the conclusion of every systemic struggle. Both Great Britain and the United States secured their respective ascendancies in this way. Great Britain rose through the wreckage of the wars with Louis XIV and with Napoleon. The United States did so through the carnage of the hot wars with Hitler and Hirohito, finally achieving true hegemony through the detritus of the Cold War with Stalin and his successors. If the United States is to sustain this hard-earned hegemony over the long term, while countering as necessary a future Chinese challenge should it emerge, Washington will need to amass the largest differential in power relative not only to its rivals but also to its friends and allies. Particularly in an era of globalization, this objective cannot be achieved without a conscious determination to follow sensible policies that sustain economic growth, minimize unproductive expenditures, strengthen the national innovation system, maintain military capabilities second to none and enjoin political behaviors that evoke the approbation of allies and neutral states alike. The successful pursuit of such policies will enable the United States to cope more effectively with near-term challenges as well, including the war on terrorism and managing threatening regional powers, and will ineluctably require — to return full circle — engaging the central tasks identified earlier as facing the new US administration.

### 1AC Hegemony advantage (4)

### Inland waterways key to military mobility.

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

The inland waterway system is a potential resource upon which we can increase the flow of military cargo. Continued application of technology to barge operations and integration of the inland waterway system into the nation’s intermodal system makes this an area ripe for additional development. 50 Waterways already move important national defense resources and other supplies in large quantities for the armed forces. 51 As a mode of transportation, the inland waterway system is quiet, low profile, and off the public radar. 52 12 U.S. Inland Waterways contribute to efficient management on a national level by offering an excellent alternative form of transport for a variety of non-traditional commodities. The inland waterway system is an efficient, cost-effective, and environmentally friendly way to move large volumes of bulk commodities, not requiring a fast transit time, over long distances. Towboats and barges do not compete with trucks and commuters in urban areas. Barging operations continue to improve, allowing more cargo to be moved with less effort. USACE promotes inland waterways as the most efficient mode of freight transportation. Towboats push barges lashed together to form a “tow”. A tow may consist of four or six barges on smaller waterways up to over 40 barges on the Mississippi River below its confluence with the Ohio River. A 15-barge tow is the most common barge configuration. Such tows are an extremely efficient mode of transportation, moving about 22,500 tons of cargo as a single unit. The cargo capacity of a typical barge is equivalent to that of 15 large railroad cars, or 58 semi-trucks. A representative 15-barge tow on a main stem waterway moves the same cargo as 870 trucks stretching 35 miles on the interstate highway system. That same 15-barge tow would require two 100-car unit trains, extending nearly three miles in length. 53 The inland waterway system is a cost-effective mode of transportation, saving shippers and consumers more than $7.8 billion annually compared to alternate transportation modes. 54 Barges transport materials at relatively low cost per ton. The inland and intracoastal waterway system handles about 300 billion ton-miles of cargo annually, or about 18% of all intercity freight ton-miles. 55 This cargo principally includes raw materials and liquid and bulk primary products, like coal, petroleum, chemicals, grain, processed metals, cement, sand, and gravel. 56 It is the primary artery for more than half of the nation’s grain and oilseed exports, over 20% of the coal consumed to produce the electricity we depend upon to run our homes, offices, and industries, and about 22% of domestic petroleum movements. 57 On average, a gallon of fuel allows one ton of cargo to be shipped 70 miles by truck, 420 miles by rail, and 530 miles by barge. 58

### Military mobility is key to power projection and hegemony.

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

In order to maintain our competitive edge, we must assure the strategic mobility of our economic and military elements of power. The inland waterway system can provide a key, strategic capability that enables the current and future economic prosperity and national security of the United States. The federal government, however, must efficiently manage, adequately fund, and effectively integrate inland waterways with other modes of transportation at the national level for this to achieve success. Promotion of the inland waterway system, using an interagency and intra-governmental approach, positions this capability to provide the additional capacity necessary to meet current and future freight transportation requirements. Leveraging the strategic value of inland waterways is integral to building an effective and reliable national transportation network for the 21 st Century

### 1AC Hegemony advantage (5)

### Hegemony prevents the escalation of global hotspots - retrenchment causes bickering internationally over leadership and prevents cooperation.

Zbigniew K. Brzezinski , February 2012, CSIS counselor and trustee and cochairs the CSIS Advisory Board. He is also the Robert E. Osgood Professor of American Foreign Policy at the School of Advanced International Studies, Johns Hopkins University, in Washington, D.C. He is cochair of the American Committee for Peace in the Caucasus and a member of the International Advisory Board of the Atlantic Council. He is a former chairman of the American-Ukrainian Advisory Committee. He was a member of the Policy Planning Council of the Department of State from 1966 to 1968; chairman of the Humphrey Foreign Policy Task Force in the 1968 presidential campaign; director of the Trilateral Commission from 1973 to 1976; and principal foreign policy adviser to Jimmy Carter in the 1976 presidential campaign. From 1977 to 1981, Dr. Brzezinski was national security adviser to President Jimmy Carter. In 1981, he was awarded the Presidential Medal of Freedom for his role in the normalization of U.S.-China relations and for his contributions to the human rights and national security policies of the United States. He was also a member of the President’s Chemical Warfare Commission (1985), the National Security Council–Defense Department Commission on Integrated Long-Term Strategy (1987–1988), and the President’s Foreign Intelligence Advisory Board (1987–1989). In 1988, he was cochairman of the Bush National Security Advisory Task Force, and in 2004, he was cochairman of a Council on Foreign Relations task force that issued the report Iran: Time for a New Approach. Dr. Brzezinski received a B.A. and M.A. from McGill University (1949, 1950) and Ph.D. from Harvard University (1953). He was a member of the faculties of Columbia University (1960–1989) and Harvard University (1953–1960). Dr. Brzezinski holds honorary degrees from Georgetown University, Williams College, Fordham University, College of the Holy Cross, Alliance College, the Catholic University of Lublin, Warsaw University, and Vilnius University. He is the recipient of numerous honors and awards, “After America” http://www.foreignpolicy.com/articles/2012/01/03/after\_america?page=0,0

For if America falters, the world is unlikely to be dominated by a single preeminent successor -- not even China. International uncertainty, increased tension among global competitors, and even outright chaos would be far more likely outcomes. While a sudden, massive crisis of the American system -- for instance, another financial crisis -- would produce a fast-moving chain reaction leading to global political and economic disorder, a steady drift by America into increasingly pervasive decay or endlessly widening warfare with Islam would be unlikely to produce, even by 2025, an effective global successor. No single power will be ready by then to exercise the role that the world, upon the fall of the Soviet Union in 1991, expected the United States to play: the leader of a new, globally cooperative world order. More probable would be a protracted phase of rather inconclusive realignments of both global and regional power, with no grand winners and many more losers, in a setting of international uncertainty and even of potentially fatal risks to global well-being. Rather than a world where dreams of democracy flourish, a Hobbesian world of enhanced national security based on varying fusions of authoritarianism, nationalism, and religion could ensue. RELATED 8 Geopolitically Endangered Species The leaders of the world's second-rank powers, among them India, Japan, Russia, and some European countries, are already assessing the potential impact of U.S. decline on their respective national interests. The Japanese, fearful of an assertive China dominating the Asian mainland, may be thinking of closer links with Europe. Leaders in India and Japan may be considering closer political and even military cooperation in case America falters and China rises. Russia, while perhaps engaging in wishful thinking (even schadenfreude) about America's uncertain prospects, will almost certainly have its eye on the independent states of the former Soviet Union. Europe, not yet cohesive, would likely be pulled in several directions: Germany and Italy toward Russia because of commercial interests, France and insecure Central Europe in favor of a politically tighter European Union, and Britain toward manipulating a balance within the EU while preserving its special relationship with a declining United States. Others may move more rapidly to carve out their own regional spheres: Turkey in the area of the old Ottoman Empire, Brazil in the Southern Hemisphere, and so forth. None of these countries, however, will have the requisite combination of economic, financial, technological, and military power even to consider inheriting America's leading role. China, invariably mentioned as America's prospective successor, has an impressive imperial lineage and a strategic tradition of carefully calibrated patience, both of which have been critical to its overwhelmingly successful, several-thousand-year-long history. China thus prudently accepts the existing international system, even if it does not view the prevailing hierarchy as permanent. It recognizes that success depends not on the system's dramatic collapse but on its evolution toward a gradual redistribution of power. Moreover, the basic reality is that China is not yet ready to assume in full America's role in the world. Beijing's leaders themselves have repeatedly emphasized that on every important measure of development, wealth, and power, China will still be a modernizing and developing state several decades from now, significantly behind not only the United States but also Europe and Japan in the major per capita indices of modernity and national power. Accordingly, Chinese leaders have been restrained in laying any overt claims to global leadership. At some stage, however, a more assertive Chinese nationalism could arise and damage China's international interests. A swaggering, nationalistic Beijing would unintentionally mobilize a powerful regional coalition against itself. None of China's key neighbors -- India, Japan, and Russia -- is ready to acknowledge China's entitlement to America's place on the global totem pole. They might even seek support from a waning America to offset an overly assertive China. The resulting regional scramble could become intense, especially given the similar nationalistic tendencies among China's neighbors. A phase of acute international tension in Asia could ensue. Asia of the 21st century could then begin to resemble Europe of the 20th century -- violent and bloodthirsty. At the same time, the security of a number of weaker states located geographically next to major regional powers also depends on the international status quo reinforced by America's global preeminence -- and would be made significantly more vulnerable in proportion to America's decline. The states in that exposed position -- including Georgia, Taiwan, South Korea, Belarus, Ukraine, Afghanistan, Pakistan, Israel, and the greater Middle East -- are today's geopolitical equivalents of nature's most endangered species. Their fates are closely tied to the nature of the international environment left behind by a waning America, be it ordered and restrained or, much more likely, self-serving and

### 1AC Hegemony advantage (6)

Brzezinski cont’d

expansionist. A faltering United States could also find its strategic partnership with Mexico in jeopardy. America's economic resilience and political stability have so far mitigated many of the challenges posed by such sensitive neighborhood issues as economic dependence, immigration, and the narcotics trade. A decline in American power, however, would likely undermine the health and good judgment of the U.S. economic and political systems. A waning United States would likely be more nationalistic, more defensive about its national identity, more paranoid about its homeland security, and less willing to sacrifice resources for the sake of others' development. The worsening of relations between a declining America and an internally troubled Mexico could even give rise to a particularly ominous phenomenon: the emergence, as a major issue in nationalistically aroused Mexican politics, of territorial claims justified by history and ignited by cross-border incidents. Another consequence of American decline could be a corrosion of the generally cooperative management of the global commons -- shared interests such as sea lanes, space, cyberspace, and the environment, whose protection is imperative to the long-term growth of the global economy and the continuation of basic geopolitical stability. In almost every case, the potential absence of a constructive and influential U.S. role would fatally undermine the essential communality of the global commons because the superiority and ubiquity of American power creates order where there would normally be conflict. None of this will necessarily come to pass. Nor is the concern that America's decline would generate global insecurity, endanger some vulnerable states, and produce a more troubled North American neighborhood an argument for U.S. global supremacy. In fact, the strategic complexities of the world in the 21st century make such supremacy unattainable. But those dreaming today of America's collapse would probably come to regret it. And as the world after America would be increasingly complicated and chaotic, it is imperative that the United States pursue a new, timely strategic vision for its foreign policy -- or start bracing itself for a dangerous slide into global turmoil.

## 1AC Terrorism advantage (1)

### Advantage\_\_: Terrorism

### Waterway infrastructure is obsolete in the status quo – signals an invitation for an easy terrorist target.

Randy Van Dyne, 7-27-2007, Executive Director of the All Hazards Training Center at The University of Findlay, “The Inland Waterway Invitation to Terrorism,” The Homeland Security Blog, <http://www.thehomelandsecurityblog.com/2010/07/27/the-inland-waterway-invitation-to-terrorism/>

But here at The All Hazards Training Center at The University of Findlay, it is the maritime component of the bill that caught our attention. Findlay is part of the Rural Domestic Preparedness Consortium, and we provide security training and planning for waterway officials in rural areas. So we watch events in the maritime sector of domestic security. Many are surprised at the immense traffic of rural inland waterways. The Port of Huntington-Tri-State, our largest inland port, handles nearly 80 million tons of cargo each year but is barely within 3 hours of any city of a half-million people or more. And ports and marine terminals are only the most obvious component of marine commerce. River and seaway locks are also a vital part of the nation’s waterway system. Infrastructurereportcard.org is a fascinating site created by civil engineers that provides their report card for categories of U.S. infrastructure. The site recently graded inland waterways a frightening D minus, citing the fact that nearly half of all locks are obsolete. Should a lock or a busy river or lake port, like Duluth, MN, or our nearby Port of Toledo, or the Soo Locks, become a victim of a terrorist attack, U.S. transportation could be altered drastically. The reverberation would not only cause major changes to the transportation of goods in the immediate days following the attack, thanks to re-routing, but the reaction of maritime security nationwide could greatly slow traffic at all ports and on all rivers. This week, New Jersey Senator Frank Lautenberg touted the current appropriations bill as crucial to the security of the Port of Newark. Clearly, a huge maritime facility like Newark is a visible and complex target with ongoing security concerns. But like many who address the needs of rural responders and security managers, our Findlay All Hazards staff wonders when terrorism will come to an inland target. It’s our hope that the programs that arise from this new appropriation bill will meet the needs of inland and rural ports and terminals, as well as those of the larger ports of the U.S.

### A new focus on transportation infrastructure is key to prevent a terrorist attack on U.S. waterways – efforts are failing now.

Breanne Wagner, November 2007, staff writer, National Defense, “License to Boat?,” Vol. 92 Issue 648, p. 22, Ebsco Host

\*\*\*cites Dana Goward, director of Coast Guard maritime domain awareness\*\*\*

Small boats have been used by terrorists to carry out attacks around the world and they are likely to be employed as weapons in U.S. water ways, the government has recently warned. Officials believe small vessels—defined as those less than 300 gross tons—are a poten-tial threat because they are easy to obtain and there are few defenses in place to stop them from being used as a platform to launch an attack, "We are very concerned about people doing harm with small vessels because we have breaches every week," said Dana Goward, director of Coast Guard maritime domain awareness. An estimated 14 uniden-tified boats reach U.S. shores each week. DHS and the Coast Guard have put the spotlight on the possibility of such an attack, emphasizing the need to protect U.S. water-ways. But despite efforts to create new security measures, officials are failing to gar-ner the support of small boat owners and operators because of the lack of a clear, cohe-sive plan. During a speech in December 2006, Adm. Thad Allen, commandant of the Coast Guard, singled out the threat of water borne improvised explosive devices on boats, saying that the issue needed extra attention.

### 1AC Terrorism advantage (2)

### Mine deployment and IED development for use against waterways is technically feasible and easily purchased.

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Mines and UWIEDs are easy to acquire or build and are cheap, ranging from a few tens of dollars to $25,000 for the most advanced, multiple-influence weapons. Even then, their low cost belies their potential for harm. They can be deployed by submarines, surface warships, small craft, commercial vessels, dhows, fishing vessels, pleasure boats, aircraft and helicopters. They are designed for operations from the surf zone (less than 10-foot water depth) to deep water (greater than 200 feet). They can range from a few pounds to several tons of high explosive and can have a variety of firing mechanisms: remote control and command; contact; and magnetic, acoustic, seismic, pressure or combinations of some/all such “influence” signatures of ships. They can be buoyant and suspended in the water column, close-tethered to the bottom, resting on the bottom or even buried under sediments to confound mine-hunting and –sweeping. Some mines are mobile, capable of being launched from submarines thousands of yards from intended minefields, while others have torpedo or rocket-propelled warheads that dramatically expand potential damage zones against submarine and surface targets. Limpet mines are designed to be placed directly on targets by combat swimmers or, in the future, unmanned undersea vehicles (UUVs). Old mines can be refitted with modern, highly sophisticated components and all mines with counter-countermeasure features to frustrate EOD and sweeping and hunting operations. They can be fabricated from fiberglass and plastic, making them extremely difficult to detect, identify and counter...once in the water. And they are a broad-spectrum, global threat. According to Navy data, more than a quarter million naval mines of all types are in the inventories of more than 50 navies, in addition to U.S. weapons. More than 30 countries produce and more than 20 countries export these weapons. Even highly sophisticated weapons are available on the “black market,” usually on a cash-and carry basis. And, these Navy data do not include UWIEDs, which can be fabricated easily, as the Iraqi “bicycle” floating anti-small boat mine encountered during Operation Desert Shield proved.

### 1AC Terrorism advantage (3)

### Terrorism could be used on U.S. waterways with devastating psychological effect – resulting economic and military blowbacks would be disastrous\*\*\*

Scott C. Truver, Winter 2008, is Executive Advisor, National Security Programs, at Gryphon Technologies LC, specializing in national and homeland security, and naval and maritime strategies, doctrines, programs and operations, the interagency task force drafting the U.S. President’s National Strategy for Maritime Security, Ph.D. in Marine Policy Studies from Naval Postgraduate School, and the U.S. Merchant Marine Academy, Naval War College Review, Vol. 61 Issue 1, “MINES AND UNDERWATER IEDS IN U.S. PORTS AND WATERWAYS,” p. 107-8, Ebsco Host

In the American experience, the first use of UWIEDs came in September 1776, when the patriot (or, in English eyes, terrorist) David Bushnell attempted to fix a limpet mine on Lord Howe's flagship HMS Eagle in the Hudson River.\* Bushnell's attack was frustrated by bad luck and the "passive protection" of the ship's iron fittings. Fifteen months later, Bushnell used floating kegs of gun-powder fitted with contact-firing mechanisms against the British fleet above Philadelphia; four British sailors die trying to retrieve the kegs from the Dela-ware River—an early example of explosive ordnance disposal (EOD) against an unknown threat—but the fleet was unscathed.^ More than two centuries on, terrorists can use or threaten to use mines and UWIEDs for a variety of political, economic, or military ends, often with psy-chological effects foremost in mind. While small devices might have no more than nuisance value, as a way to exacerbate anxieties (Boston's reaction to "guer-rilla marketing" in early 2007 comes to mind), larger mines can be placed sur-reptitiously in channels and harbors to achieve spectacular effects—against, for example, the Staten Island Ferry, crammed with 2,500 commuters during an evening rush hour, or a cruise ship with four thousand vacationers and crew on board leaving Miami or Seattle.\*The tragedy of hundreds of bodies floating in a port would intensify the psychological message about the true security of Amer-ica' s home waters. Mines can directly attack the nation's waterborne trade. More than 90 percent of American exports and imports by volume transits U.S. ports, and the efficient and safe movement to four foreign, coastal, and inland-waters trades is critical for America's globalized, just-in-time, and just-enough economy. The economic consequences of just a few mines in our ports could be catastrophic, as the two-week West Coast labor slowdown in the fall of 2002 implies—a $1.95 billion impact per day. According to a University of California at Berkeley analysis, the direct and indirect economic impacts of a twenty-day longshoremen's work ac-tion would cost the U.S. economy more than $50 billion (in 2002 dollars). 'Even if no ships were sunk or damaged and no channels were blocked, explosions in a few key ports on East, Gulf, and West coasts and in the Saint Lawrence Seaway— clearly not an impossible feat, as September 11th tragically proved—would have a chilling effect on commercial shipping in terms of increased insurance costs and vessel lay days. The economic tremors would reverberate throughout the nation and to trading partners overseas. There could be serious military impacts, as well. Mines in critical waterways could slow the movement of military cargoes in crisis and conflict. During World War II, the port of Charleston, South Carolina, was closed for sixteen days by mines from German submarines. In all, U-boats managed to lay 327 mines from Halifax, Nova Scotia, to the Mississippi Delta, closing several ports for a to-tal of forty days and sinking or damaging eleven ships. Today, while mines might not be "showstoppers," they would certainly be "speed bumps"; just a few weap-ons in the approaches to the port of Savannah, Georgia; the Houston Ship Chan-nel; and one or two other waterways could hamper the military sealift that undergirds war plans.

### 1AC Terrorism advantage (4)

### The UWIED will be nuclear – ease of use and record of success.

James J. Carafano, 4-28-2008, 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, The National Terror Alert, “Homeland Security Unveils Plans To Thwart Small Boat Terror Attacks,” <http://www.nationalterroralert.com/2008/04/28/homeland-security-unveils-plans-to-thwart-small-boat-terror-attacks/>

As boating season approaches, the Bush administration wants to enlist the country’s 80 million recreational boaters to help reduce the chances a small boat could deliver a nuclear or radiological bomb along the country’s 95,000 miles of coastline and inland waterways. According to a Wednesday intelligence assessment obtained by the Associated Press: “The use of a small boat as a weapon is likely to remain al-Qaeda’s weapon of choice in the maritime environment, given its ease in arming and deploying, low cost, and record of success.” While the United States has so far been spared this type of strike in its own waters, terrorists have used small boats to attack in other countries. The millions of humble dinghies, fishing boats, and smaller cargo ships that ply America’s waterways are not nationally regulated as they buzz around ports, oil tankers, power plants, and other potential terrorist targets. This could allow terrorists in small boats to carry out an attack similar to the USS Cole bombing, said Adm. Thad Allen, the Coast Guard commandant. That 2000 attack killed 17 U.S. sailors in Yemen when terrorists rammed a dinghy packed with explosives into the destroyer. “There is no intelligence right now that there’s a credible risk” of this type of attack, Allen said. “But the vulnerability is there.” To reduce the potential for such an attack in the United States, the Department of Homeland Security has developed a strategy intended to increase security by enhancing safety standards. The Coast Guard is part of the department.

### Even a conventional attack causes retaliation.

Daniel Byman, September 2007, director of the Center for Peace and Security Studies at Georgetown’s School of Foreign Service, “US Counter-Terrorism Options,” Survival, Vol. 49 Issue 3, JSTOR

One of the biggest problems with containment is the home front. Containment is the antithesis of a ’crush‘ strategy, and thus appears as weakness to domestic audiences who are scared, angry and hungry for vengeance after a terrorist attack. This public response is not based on a rational calculation of the risks. Yet terrorism scares people. Even a limited number of deaths, particularly on home soil, thus has a disproportionate psychological effect. Work stops, and people refuse to travel. Public confidence in government plunges. This may be irrational from an actuarial point of view, but policymakers must adjust policy to cope with the behaviour of their citizens. Moreover, every government must ensure the security of its citizens to be credible, and the deliberate murder of civilians is a direct challenge to a government’s legitimacy. It is impossible for politicians not to respond to such provocations. The Bush administration has spent the years since 11 September telling the American people how dangerous the threat is, and most Democratic politicians have joined in the chorus. When politicians try to soften their rhetoric on terrorism, they face tremendous criticism. During the waning days of the 2004 elections, Democratic presidential candidate John Kerry told the New York Times that he wanted to turn terrorism into a ‘nuisance’ like crime; President Bush told reporters that the United States would never achieve a clear victory in the war. The public outcry forced both to ‘clarify’ – that is, to disown – their statements. One cannot take the politics out of counter-terrorism. The painful reality might be that ‘doing something‘ – whether spending money on homeland security or acting aggressively abroad – is necessary to reassure people after a massive attack on the homeland, since a perception that the government was passive could contribute to a massive overreaction. Reaction may be necessary to prevent overreaction.

### 1AC Terrorism advantage (5)

### Most recent reports show that the U.S. would target Pakistan after an attack.

Steve Watson, 12-5-2008, “Propaganda Recycled: US Report Blames Pakistan for Future WMD Attack,” <http://www.infowars.net/articles/december2008/051208Propaganda.htm>

In a blatant effort to bolster the ailing war on terror, a report produced as part of a mandate by the U.S. Congress has concluded that a major terror attack will occur somewhere in the world before 2013 and that the blame will firmly fall at the feet of Pakistan. The Commission on the Prevention of Weapons of Mass Destruction Proliferation and Terrorism, singled out Pakistan as a grave concern because of its network of terror groups, history of instability and nuclear capabilities, reports Reuters. The panel, chaired by former head of the joint congressional inquiry into 9/11 Sen. Bob Graham, concluded that a large scale attack will likely involve the use of nuclear or biological weapons on a major city. “Were one to map terrorism and weapons of mass destruction today, all roads would intersect in Pakistan,” the report states, adding that “the focus of US policy should be to help Pakistan achieve political and economic stability”. While acknowledging that Pakistan is an ally of the US, the report also states, “there is a grave danger it could also be an unwitting source of a terrorist attack on the United States — possibly using weapons of mass destruction”. “The risk that radical Islamists — Al Qaeda or Taliban — may gain access to nuclear material is real,” the report urges, adding “Should the Pakistani government become weaker, and the Pakistani nuclear arsenal grow, that risk will increase. With each new facility, military or civilian, comes added security concerns,” The report advises the US to “build a national security workforce for the 21st century” by establishing a countrywide program of education and training. The panel also urges President-elect Barack Obama to "take a tough line" with the so called rogue states of Iran and North Korea. White House Press Secretary Dana Perino yesterday said that the Bush administration agreed with the report stating “I have no reason to disagree with it,” when asked by reporters. The report smacks of recycled propaganda in an effort to shift the primary focus of the war on terror on to Pakistan. In 2002 and 2003 exactly the same rhetoric was used in the build up to the Iraq war in order to garner support for an armed invasion. In 2005 Dick Cheney tasked the United States Strategic Command (STRATCOM) with drawing up a contingency plan to be employed in response to another 9/11-type terrorist attack on the United States. The plan involved a massive air strike on Iran which included the use of nuclear weapons. The publication reported that, "The response is not conditional on Iran actually being involved in the act of terrorism directed against the United States," meaning that any such attack would immediately be blamed on Iran and any evidence to the contrary would be buried. Now the exact same strategy is being employed in regard to Pakistan, a country that the US military continues to unlawfully strike with missiles, often killing innocent civilians. As we highlighted last week, the terror attacks in Mumbai were almost immediately blamed on Pakistan, despite much evidence to suggest the perpetrators were homegrown Indian extremists. The attacks have provided a perfect pretext for Barack Obama to increase U.S. aggression inside the Pakistan as he promised to do during his election campaign. With the CPWMDPT report it now becomes the default position to blame Pakistan for any major attack that may occur in the near future, thus justifying the continued military occupation of more of the middle east in the name of the war on terror.

### 1AC Terrorism advantage (6)

### Global nuclear war.

Daniel R. McBride, 8-1-2007, Montreal-Based Writer, “From the Torching of the Louvain to Bomber Harris”, Moderate Observer, <http://moderate.wordpress.com/2007/08/01/lessons-from-bomber-harris-if-the-us-strikes-pakistan/>

One can imagine Musharraf is desperate to remove the prospect of the Americans striking targets with bombs and missiles within western Pakistan (read Pashtunistan) where the Pakistani government has almost no writ. An attack there against supposed Al Qaeda or Taliban “high-value targets” would boost Pashtun militant forces fighting NATO troops in Afghanistan, and almost certainly trigger a much vaster Pashtun uprising within Pakistan, rendering the entire area even more ungovernable for Islamabad than it is right now, possibly right to the Indus river. Even worse, in addition to the Pashtun reaction, a broader Islamist reaction within Pakistan could trigger a larger regional war involving nuclear weapons. Many within the Pakistani military, right up to top generals, are Islamists, or very much sympathetic thereto, and the threat of a coup is very real. The Bush/Cheney regime has precious few options left globally as they are distrusted everywhere with good reason, but they still have a last card to play in their global game of RISK—a rain of bombs and missiles from the air. As they don’t really have any spare troops for anything above small Special Forces insertions, to risk seeing the secular Musharraf regime over-turned as an asset for tempting air strikes has to be the height of folly. In any case, if they don’t attack the militant centers in western Pakistan they will lose the war in Afghanistan in the near future; if they do attack, they will probably lose it even faster. The opportunity to make good as an occupier by the U.S. and NATO in Afghanistan is long-gone and the air strikes, if sent in, should be viewed within the context of a failed war, as in Nixon’s Christmas bombing of Vietnam 1972. A certain result of this development, if it occurs along with the predicted Cheney attack on Iran in August, would be Islamic regimes or anarchic regions at war with the U.S., NATO, and probably Israel, from Pakistan to Hezbollah in southern Lebanon. The rise of a militant “Caliphate” thereby—another bogeyman used to scare Americans by Bush/Cheney—becomes a self-fulfilling prophecy. Add another jolting terrorist attack in the U.S. “homeland” and the senatorial Gauleiters will ditch all resistance to the Bush regime and applaud or remain silent as a martial law regime is instituted. The “Enabling Act” has already been drafted and passed allowing Bush to do just that with no chance of avoiding it other than impeachment before it happens, or an American military putsch to remove him at the last minute. Sound far-fetched? Bush’s Martial Law Act of 2007 modified the Insurrection Act. Section 333 states that in the event of “….major public emergencies; interference with State and Federal law, the President may employ the armed forces, including the National Guard in Federal service, to restore public order and enforce the laws of the United States when, as a result of a natural disaster, epidemic, or other serious public health emergency, terrorist attack or incident, or other condition in any State or possession of the United States, the President determines that domestic violence has occurred to such an extent that the constituted authorities of the State or possession are incapable of (’refuse’ or ‘fail’ in) maintaining public order, ‘in order to suppress, in any State, any insurrection, domestic violence, unlawful combination, or conspiracy.’” Note in particular the specter of “States Rights”—the real underlying issue that started the American Civil War, not black emancipation—contained in the parenthetical inclusion of the specific scenario of a U.S. State “refusing” or “failing” to maintain “public order” as defined by the cabal in Washington, this being sufficient cause to deploy outside forces against the State itself. I am surely not the first to note this parallel. Beyond U.S. borders the prospects are even grimmer as an attack on Iran would “logically” have to involve small nukes to get at underground Iranian nuclear facilities and this would start WW III in the sense of an unpredictable but almost certain shock wave drawing in other countries into the maelstrom rapidly, even Russia and China in particular, and Syria certainly as it has a defense pact with Iran. Israel would likely be involved in the air attacks (perhaps even leading them to give the US an excuse) and that would almost certainly be the proverbial straw for the Arab/Muslim world—the days would be numbered for all the “atheist” dictator regimes like Mubbarak’s in Egypt, the Saudis, and all the Gulf States that have allowed the American military to base in their countries. As noted, WW III would be started even sooner with an Islamist putsch in Pakistan. Pakistani nukes even remotely falling into the hands of an Islamist regime in Islamabad would result in the pulverization of all Pakistani military and nuclear sites from the air by the U.S., Israel (with submarine-launched missiles), and even India, within hours.

## 1AC Economy advantage (1)

### Advantage\_\_: Economy

### The U.S. economy is stalling. Lack of jobs and government inaction is killing consumer spending and confidence. No sustainable growth now.

HOMAN & CHADRA 5 – 17 – 12 Bloomberg Economics Reporters

Timothy R. Homan and Shobhana Chandra, Confidence Sinks As U.S. Job Market Progress Stalls: Economy, <http://www.bloomberg.com/news/2012-05-17/jobless-claims-in-u-s-were-unchanged-at-370-000-last-week.html>

Consumer confidence fell last week to the lowest level in almost four months and more people than forecast filed claims for unemployment benefits, showing a lack of progress in the job market is rattling Americans. The Bloomberg Consumer Comfort Index dropped in the week ended May 13 to minus 43.6, a level associated with recessions or their aftermaths, from minus 40.4 in the previous period. Jobless applications were unchanged at 370,000 in the week ended May 12, Labor Department figures showed today in Washington Diminishing employment gains, falling stock prices and the prospect of government gridlock over the budget heading into the November presidential election may continue to hurt household sentiment. The lack of a sustained rebound in hiring damps the outlook for consumer spending, which accounts for about 70 percent of the world’s largest economy. “A mix of policy questions and some ongoing softness in employment growth” is weighing on confidence, said Sam Coffin, an economist at UBS Securities LLC in Stamford, Connecticut. “We’re hearing more and more about fiscal negotiations. Last year that talk seemed to derail confidence, and that’s coming up as a topic again.” Coffin and the UBS team, led by Maury Harris, were the most accurate in forecasting the unemployment rate for the two years through April, according to data compiled by Bloomberg. Other reports today showed manufacturing in the Philadelphia region unexpectedly shrank this month and the index of leading indicators dropped in April for the first time in seven months. Shares Drop The disappointing data and growing concern over the European debt crisis sent the Standard & Poor’s 500 Index down for a fifth day. The gauge dropped 1.5 percent to 1,304.86 at the 4 p.m. close in New York, the lowest closing level since January, amid reports that Moody’s Investors Services was about to downgrade shares of Spanish banks. Elsewhere today, a report from the National Statistics Institute in Madrid showed Spain’s gross domestic product declined 0.3 percent in the first quarter from the previous three months, when it fell the same amount, signaling the nation succumbed to its second recession since 2009. Japan’s economy expanded at an annualized 4.1 percent pace in the first quarter, faster than estimated, from the previous three months, data from the Cabinet Office showed. The rate was boosted by spending on projects to rebuild areas devastated by last year’s earthquake and tsunami. One-Month Drop The Bloomberg U.S. consumer comfort index’s 12.2-point decline over the past four weeks has erased almost all of this year’s gains. The gauge began the year at minus 44.8 and reached a four-year high of minus 31.4 in the week ended April 15. The Thomson Reuters/University of Michigan sentiment gauge reached a similar four-year high with this month’s preliminary reading, led by gains among upper-income Americans, a report on May 11 showed. The group’s final reading is due May 25. Readings lower than minus 40 for the Bloomberg index are correlated with “severe economic discontent,” according to Gary Langer, president of Langer Research Associates LLC in New York, which compiles the index for Bloomberg. The gauge has averaged minus 15.3 since its inception in December 1985. All three of the Bloomberg Consumer Comfort Index’s components declined last week, today’s report showed. The gauge of personal finances fell to minus 12.9, the fourth straight drop and the weakest reading since November, from minus 11.2 in the prior week. A measure of whether consumers consider it a good or bad time to buy decreased to minus 48.2, a three-month low, from minus 45.8. Americans’ views on the state of the economy fell to a 10-week low of minus 69.6 from minus 64.2. Customers ‘Struggling’ “I do not feel like the economy has come back,” James Reid-Anderson, chairman and chief executive officer of Grand Prairie, Texas-based theme-park operator Six Flags Entertainment Corp., said during a May 16 investor conference. “Every week there is a different story. One week we’re up. Next week we’re down, but there isn’t that confidence yet that the economy is back. We’re assuming that our guests might be struggling financially.” Employers added 115,000 workers to payrolls last month, the weakest gain since October, according to Labor Department figures released May 4. The same report showed the unemployment rate fell to 8.1 percent as more Americans left the labor force. The trend in jobless claims indicates little improvement in job-market conditions since then. The four-week moving average, a less volatile measure than the weekly figures, fell to 375,000 last week from 379,750. Survey Week Last week included the 12th of the month, which coincides with the period the Labor Department uses in its survey of employers to calculate monthly payroll growth. The employment report for May will be released on June 1. The four-week average for this month’s survey week was little changed from the 375,500 during the corresponding period in April. An increase in applications for jobless benefits last month and a drop in consumer expectations about the economy depressed the index of leading indicators. The Conference Board’s gauge of the outlook for the next three to six months decreased 0.1 percent after a 0.3 percent gain in March, the New York-based group said today. “The economy is in a midst of a soft patch, but I don’t think it’s going to be anything worse than that,” Ryan Sweet, a senior economist at Moody’s Analytics Inc. in West Chester, Pennsylvania, said before the report. “Economic growth this quarter will come right around where it came in last quarter.” Slower Growth The economy grew at a 2.2 percent annual pace in the first three months of 2012, down from 3 percent the prior quarter. The rate of growth from April to June will probably be the same as last quarter, according to the median estimate of economists surveyed by Bloomberg from May 4 to May 9. A report from the Federal Reserve Bank of Philadelphia today cast doubt on the outlook for manufacturing. The central bank’s general economic index fell to minus 5.8 this month, the lowest reading since September, from 8.5 in the previous month. Economists forecast the gauge would rise to 10, according to the median estimate in a Bloomberg survey. Readings less than zero signal contraction in the area covering eastern Pennsylvania, southern New Jersey and Delaware. The report was at odds with other regional data. Manufacturing in the New York area expanded at a faster pace in May, a report this week from the New York Fed showed. “We’re in a choppy and uneven recovery,” said Sean Incremona, a senior economist at 4Cast Inc. in New York, who had the lowest estimate in the Bloomberg survey. “The recovery as a whole isn’t gathering any momentum.” Government gridlock may hold back growth. Washington policy makers remain at a standoff over the debt ceiling after President Barack Obama met with House Speaker John Boehner yesterday. Their impasse raises the prospect of an election-year showdown on the federal debt.

### 1AC Economy advantage (2)

### Dam or lock failure would drastically increase the cost of electricity and ripples would be felt throughout the economy

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

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

A Corps-commissioned study produced in October estimated a lock or dam failure that closed the Lower Mon to traffic could increase electricity costs up to $1 billion annually. The figure covers only what businesses and consumers could pay and not how those price increases would ripple through the economy. But Mr. Harder, who disclosed the $1 billion estimate at an industry meeting in Pittsburgh in October, said costs would include power plants paying more to move coal by truck or rail. He said an extended closure could cause some power plants to shut down, increasing the cost of electricity for about 21 million people along the East Coast.

### Low cost electricity is a critical component of the U.S. economy.

EEI, ‘6 [Edison Electric Institute, “Rising Electricity Costs: A Challenge for Consumers, Regulators, and Utilities,” May, http://www.eei.org/whatwedo/PublicPolicyAdvocacy/StateRegulation/Documents/rising\_electricity\_costs.pdf]

Electricity is the lifeblood of the U.S. economy. It powers our homes, offices, and industries; provides communications, entertainment, and medical services; powers computers, technology, and the Internet; and runs various forms of transportation. Not only is electricity the most flexible and most controllable form of energy, its versatility is unparalleled. Clearly, electricity is a crucial commodity we all take for granted. We scarcely think about it, unless we don’t have it. Fortunately, almost without exception, electricity is there for us when we flip the switch—Americans enjoy the benefits of the world’s most reliable electric system. What’s more, continuing advances in more efficient electric technologies make electricity cleaner and more valuable. And still, it remains one of the true “bargains” among crucial U.S. commodities. Today, electricity costs are generally inexpensive, comprising a modest part of most customers’ monthly expenses.

### Waterways are key to agricultural industry through the transportation of coal, oil, grain, corn, and soy beans.

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

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

More than 200 locks and related dams move about 550 million tons of freight annually: coal to power plants, grain from farms to market, fuel oil to New England. More than 20 percent of the coal used to generate electricity and 30 percent of oil and other petroleum products move by barge. About 90 percent of the corn and soy beans exported from Mississippi gulf ports gets there by barge.

### 1AC Economy advantage (3)

### Agricultural decline collapses the overall economy.

Kugler 98 (Lane, Columnist, “American Farmers Are Struggling”, Journal of Commerce, 12-31, Lexis)

U.S. agriculture prices have reached lows not seen in 10, 20 or even 30 years, while the costs of living, labor and machinery are at record highs. The only thing missing that was present 70 years ago is a stock-market plunge and massive unemployment. If this country continues to allow its agriculture to sink to Depression-era levels, how can it keep the stock market from tumbling, too? Think about the stock market's falling to levels of 30 years ago, say around 700, instead of flirting with 9,000. Impossible? In just over two years, cash grain prices have dropped over 70 percent from the high posted in July 1996. Hog prices also reflect a near-70 percent decline since 1990. Many things have contributed to this dramatic decline of commodity prices. Some have directly benefited the consumer, like lower petroleum prices that were passed on at the gas pump. However, this has not been the case with meats and other commodities in 1997 and 1998. Processors and retailers decided they could increase their margins rather than passing on the savings to the consumer (which would have cleaned up the oversupply). Supplies continue to build, benefiting only processors and retailers, not consumers. Free markets have been stymied. I am not trying to tell you we are heading for a sequel of the Great Depression. But why is the greatest production machine in the world, American agriculture, going through such difficult times? Why should a minority, those who produce the majority of our food, be subjected to cost inflation and price deflation at the same time? U. S. taxpayers coughed up $6 billion dollars this year to help the farmer. Along with next year's Freedom to Farm payments, the extra cash is helping us through the crisis. Thank you, it is just what we needed: another Band-Aid. Government policy for the past 60 years has been to intravenously feed farmers the ""antibiotic'' of farm subsidies and price supports. But the wound has never healed. The Freedom to Farm Act attempts to wean agriculture from subsidies and supports by initiating a ""withdrawal'' process. The problem is, other grain-producing countries around the world don't see it that way. They continue to subsidize their producers. The livestock producer gets no help from taxpayers. But if these prices continue, it is a pretty sure bet the banks holding his notes will get bailed out. We can make our products much more affordable to foreign buyers by devaluing the dollar. But, you say, that will cause inflation. Maybe investors should rethink inflation. Maybe a little inflation is much better than another Depression. If you look at government money-supply figures, it would appear that Washington may have started to print money (which, in hindsight, could have prevented the Great Depression). I hope this is the case. The enormous power of the hedge funds that continuously short commodity futures - the pricing mechanism of the world these days - is staggering. If agriculture dies an economic death, the rest of the economy is sure to follow.

### Global economic crisis causes war---strong statistical support—also causes great power transitions

Royal 10 – Jedediah Royal, Director of Cooperative Threat Reduction at the U.S. Department of Defense, 2010, “Economic Integration, Economic Signaling and the Problem of Economic Crises,” in Economics of War and Peace: Economic, Legal and Political Perspectives, ed. Goldsmith and Brauer, p. 213-214

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson’s (1996) work on leadership cycle theory, finding that rhythms in the global economy are associated with the rise and fall of pre-eminent power and the often bloody transition from one pre-eminent leader to the next. As such, exogenous shocks such as economic crises could usher in a redistribution of relative power (see also Gilpin, 10981) that leads to uncertainty about power balances, increasing the risk of miscalculation (Fearon, 1995). Alternatively, even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power (Werner, 1999). Seperately, Polllins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium, and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland’s (1996,2000) theory of trade expectations suggests that ‘future expectation of trade’ is a significant variable in understanding economic conditions and security behavior of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if the expectation of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases , as states will be inclined to use force to gain access to those resources. Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states. Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in turn returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p.89). Economic decline has also been linked with an increase in the likelihood of terrorism (Blomberg, Hess, & Weerapana, 2004), which has the capacity to spill across borders and lead to external tensions. Furthermore, crises generally reduce the popularity of a sitting government. ‘Diversionary theory’ suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to create a ‘rally round the flag’ effect. Wang (1996), DeRouen (1995), and Blomberg, Hess and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997) Miller (1999) and Kisanganie and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. DeRouen (2000) has provided evidence showing that periods of weak economic performance in the United States, and thus weak presidential popularity, are statistically linked to an increase in the use of force..

### 1AC Economy advantage (4)

### Economic collapse risks extinction.

Austin 09 (Michael, Resident Scholar – American Enterprise Institute, and Desmond Lachman – Resident Fellow – American Enterprise Institute, “The Global Economy Unravels”, Forbes, 3-6, http://www.aei.org/article/100187)

What do these trends mean in the short and medium term? The Great Depression showed how social and global chaos followed hard on economic collapse. The mere fact that parliaments across the globe, from America to Japan, are unable to make responsible, economically sound recovery plans suggests that they do not know what to do and are simply hoping for the least disruption. Equally worrisome is the adoption of more statist economic programs around the globe, and the concurrent decline of trust in free-market systems. The threat of instability is a pressing concern. China, until last year the world's fastest growing economy, just reported that 20 million migrant laborers lost their jobs. Even in the flush times of recent years, China faced upward of 70,000 labor uprisings a year. A sustained downturn poses grave and possibly immediate threats to Chinese internal stability. The regime in Beijing may be faced with a choice of repressing its own people or diverting their energies outward, leading to conflict with China's neighbors. Russia, an oil state completely dependent on energy sales, has had to put down riots in its Far East as well as in downtown Moscow. Vladimir Putin's rule has been predicated on squeezing civil liberties while providing economic largesse. If that devil's bargain falls apart, then wide-scale repression inside Russia, along with a continuing threatening posture toward Russia's neighbors, is likely. Even apparently stable societies face increasing risk and the threat of internal or possibly external conflict. As Japan's exports have plummeted by nearly 50%, one-third of the country's prefectures have passed emergency economic stabilization plans. Hundreds of thousands of temporary employees hired during the first part of this decade are being laid off. Spain's unemployment rate is expected to climb to nearly 20% by the end of 2010; Spanish unions are already protesting the lack of jobs, and the specter of violence, as occurred in the 1980s, is haunting the country. Meanwhile, in Greece, workers have already taken to the streets. Europe as a whole will face dangerously increasing tensions between native citizens and immigrants, largely from poorer Muslim nations, who have increased the labor pool in the past several decades. Spain has absorbed five million immigrants since 1999, while nearly 9% of Germany's residents have foreign citizenship, including almost 2 million Turks. The xenophobic labor strikes in the U.K. do not bode well for the rest of Europe. A prolonged global downturn, let alone a collapse, would dramatically raise tensions inside these countries. Couple that with possible protectionist legislation in the United States, unresolved ethnic and territorial disputes in all regions of the globe and a loss of confidence that world leaders actually know what they are doing. The result may be a series of small explosions that coalesce into a big bang.

### Inland waterways key to boosting exports.

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

Industry officials say more reliable locks and dams could boost U.S. exports, a critical element of President Barack Obama's economic recovery plan. They point to an expansion of the Panama Canal that will allow more and bigger ships to pass through the canal, which links the Caribbean Sea with the Pacific Ocean. The Panama project could benefit American coal and grain producers eyeing booming markets in Asia if they can efficiently ship products down the Ohio and Mississippi rivers to New Orleans for export.

### Trade liberalization boosts our economy--increased exports, empirically true.

C. Fred Bergsten, Director, Peterson Institute for International Economics, “Trade Saves the Day,” WASHINGTON POST, September 17, 2008, p. A19.

Globalization is paying off for the United States just when we need it. Our traditional strategy of helping other countries, especially in the developing world, strengthen their economies is redounding to our major benefit. Our continuing effort to correct the huge trade and currency imbalances is paying large dividends. The trade liberalization of the past 50 years remains incomplete but has opened markets that our firms and workers can exploit. Efforts to derail the integration of the world economy in the face of current developments would be contrary to U.S. national interests. We should be making new compacts to reduce barriers as rapidly as possible rather than fearing to implement those already negotiated, such as the free-trade agreements with Colombia and Korea that are languishing in Congress.

### 1AC Economy advantage (5)

### Expanding trade checks war, civil violence, and genocide.

Erich Weede, Professor, Sociology, University of Bonn, “The Diffusion of Prosperity and Peace by Globalization,” INDEPENDENT REVIEW v. 9 n. 2, September 22, 2004, p. 165+.

Earlier I referred to the wider concept of a "capitalist peace" instead of to the narrower concept of a "democratic peace." Fortunately, some crucial steps on the road to a capitalist peace exert a pacifying impact: prosperity, or high average income, contributes to the viability of democracy. A country achieves prosperity by economic growth. FDI is one helpful background condition for growth that also seems to promote democratization (Burkhart and de Soysa 2002). Export orientation, active foreign trade, FDI inflows, and economic openness are other useful determinants of economic growth (Dollar 1992; Edwards 1998; de Soysa and Oneal 1999; Bleany and Nishiyama 2002). As argued earlier, international trade by itself reduces the risk of war between trading nations. Thus, a beneficial means (namely, free trade) directly and indirectly (via prosperity and democracy) contributes to a desirable end: the avoidance of war between nations. Moreover, economic openness also reduces the risk of civil violence (de Soysa 2003) and of genocides or other political mass murders (Harff 2003), and the intervening variable of prosperity--in-between trade and war avoidance--also happens to reduce the risk of domestic instability and violence (Henderson and Singer 1999; World Bank 2003). The policy implications of the capitalist-peace strategy are simple: promote economic freedom and globalization. If the policy succeeds, one gets more prosperity, more democracy, less civil war, and less interstate war.

### Trade prevents extinction.

Pazner 08 (Michael J., Faculty – New York Institute of Finance, Financial Armageddon: Protect Your Future from Economic Collapse, p. 137-138)

The rise in isolationism and protectionism will bring about ever more heated arguments and dangerous confrontations over shared sources of oil, gas, and other key commodities as well as factors of production that must, out of necessity, be acquired from less-than-friendly nations. Whether involving raw materials used in strategic industries or basic necessities such as food, water, and energy, efforts to secure adequate supplies will take increasing precedence in a world where demand seems constantly out of kilter with supply. Disputes over the misuse, overuse, and pollution of the environment and natural resources will become more commonplace. Around the world, such tensions will give rise to full-scale military encounters, often with minimal provocation. In some instances, economic conditions will serve as a convenient pretext for conflicts that stem from cultural and religious differences. Alternatively, nations may look to divert attention away from domestic problems by channeling frustration and populist sentiment toward other countries and cultures. Enabled by cheap technology and the waning threat of American retribution, terrorist groups will likely boost the frequency and scale of their horrifying attacks, bringing the threat of random violence to a whole new level. Turbulent conditions will encourage aggressive saber rattling and interdictions by rogue nations running amok. Age-old clashes will also take on a new, more heated sense of urgency. China will likely assume an increasingly belligerent posture toward Taiwan, while Iran may embark on overt colonization of its neighbors in the Mideast. Israel, for its part, may look to draw a dwindling list of allies from around the world into a growing number of conflicts. Some observers, like John Mearsheimer, a political scientists at the University of Chicago, have even speculated that an “intense confrontation” between the United States and China is “inevitable” at some point. More than a few disputes will turn out to be almost wholly ideological. Growing cultural and religious differences will be transformed from wars of words to battles soaked in blood. Long-simmering resentments could also degenerate quickly, spurring the basest of human instincts and triggering genocidal acts. Terrorists employing biological or nuclear weapons will vie with conventional forces using jets, cruise missiles, and bunker-busting bombs to cause widespread destruction. Many will interpret stepped-up conflicts between Muslims and Western societies as the beginnings of a new world war.

## 1AC Solvency (1)

### Investment prevents congestion, air pollution and emissions, and starvation- it’s key to jobs, economic competitiveness, and energy security.

Toohey, 2011 Michael J. Toohey, president and chief executive of Waterways Council Inc. in Arlington, Va, Waterways Council Inc., “JOC TENS: U.S. National Policy Should Include Capital Investment for Inland Waterways Infrastructure” September 26, www.waterwayscouncil.org

America’s inland waterways system is the silent workhorse of our export market, moving some 60 percent of the nation’s grain to the world market. This system also transports 22 percent of our domestic petroleum and petroleum products, and 20 percent of the coal used in our nation’s electric power generation, along with many other vital commodities. This segment of the transportation network is often out of sight, out of mind, but without this critically important mode, our nation’s roadways would clog and crumble from the weight of those commodity movements, our air quality would be reduced from increased emissions, our consumption of and cost for energy would go up significantly, our economic competitiveness in the world market would erode, and our quality of life would be affected. The United States needs a national policy that includes the waterways and its infrastructure, and helps put Americans back to work at the same time. Here are 10 ways why: 1. Jobs! Jobs! Jobs! The most important advantage our waterways can bring to America is family wage jobs. There are currently more than 20 navigation projects authorized by Congress that could begin putting U.S. workers back on the job. Let us invest in our nation’s lock and dam system today for a more prosperous tomorrow. 2. Exports for U.S. products: President Obama has called for the doubling of our nation’s exports over the next five years. A noble goal that will increase our country’s prosperity, yes, but without an efficient waterways infrastructure to move increased volumes of grain, for example, this will not be an achievable goal. 3. Traffic congestion relief: One 15-barge tow of dry bulk cargo keeps 1,050 trucks off our nation’s already overly congested highways, or another 216 railcars rolling through our communities. 4. Fresher air: The inland waterways transportation sector has a lower carbon footprint because it generates fewer carbon dioxide emissions than rail or truck for each ton of cargo compared to transporting that same cargo by these other modes. 5. Energy efficiency: Barges on our inland system can move one ton of cargo 576 miles on one gallon of fuel — more the 100 miles more than rail transport and 400 miles more than truck transport. This matters now more than ever as we seek ways to be less dependent on foreign oil. 6. Bolstering our economy: 624 million tons of cargo moves annually on the inland waterways, equaling around $70 billion that goes back into the U.S. economy. And more than $9 is returned to the nation in transportation cost savings for every $1 that is invested in a navigation project. 7. Multibeneficiaries: The inland waterways system benefits many Americans, including those who use it for recreation, municipal and industrial water supply, hydropower and flood control. Many communities along our inland waterways benefit from economic development opportunities, and private property owners enjoy higher property values because of the steady pools of water created by locks and dams on our inland waterways. 8. Safest mode: Our fundamental goal is to return our workers safely home to their families. Thus, inland waterways transportation boasts the lowest injury and fatality rates compared to rail or truck. Safety-related statistics for all modes of freight transportation show one injury in the inland marine sector for every 125.2 in the rail sector and 2,171.5 in the highway sector, and one fatality in the inland marine sector for every 22.7 in rail and 155 in highway. 9. Connecting the country: Our inland waterways system includes 12,000 miles of commercially navigable channels and around 240 lock sites. These inland marine highways transport commodities to and from 38 states throughout the nation’s heartland and the Pacific Northwest; they serve industrial and agricultural centers, and facilitate imports and exports at gateway ports along the Gulf Coast. Just like Lewis and Clark’s discovery expedition to find new trade routes for a young America, our waterways keep America moving today and will do so tomorrow as well. 10. Capacity to feed the world: Our capital development plan for the United States’ navigable waterways system is building for the future. Unlike the truck or rail industries, we can accommodate the Panama Canal expansion, containers on barge, and the increased exports that will help feed the world’s inhabitants, expected to grow to 9 billion by 2050.

### 1AC Solvency (2)

### Increased investment is key to send a clear FEDERAL signal- key to solve.

U.S. Port and Inland Waterways Modernization Strategy, 2012 “U.S. Port and Inland Waterways Modernization Strategy Options for the Future” Institute for Water Resources U.S. Army Corps of Engineers Working Draft 2 April 2012 http://www.iwr.usace.army.mil/docs/portswaterways/Port\_and\_Inland\_Waterways\_Options\_for\_the\_Future\_Working\_Draft\_v1\_2012\_Apr\_01.pdf

There will always be a Federal role in the nation’s navigation infrastructure. The need for compliance with the National Environmental Policy Act, the Clean Water Act and the Endangered Species Act ensures this. However, the current financial role played by the Federal government can only be continued with increased Federal funding. The aging infrastructure, especially on the inland waterways, is becoming increasingly costly to maintain or rehabilitate. The declining Corps budget for construction does not allow for the capacity expansions needed to meet navigation’s critical needs of the future. As explained in chapter 6, there are many options and variations of options to be considered. Existing policies and procedures can work if additional funds are provided. New cost sharing rules could be changed to place more responsibility on the local sponsor. Public private partnerships combined with an infrastructure bank could provide access to funding for local sponsors. The combinations of these ideas are almost limitless. There is a growing discussion surrounding the need for new methods to plan, choose, finance and maintain the nation’s navigation infrastructure. In order to move this discussion forward, Congress and the Administration must take action. Congress should make clear its preferences for future partnering. What level of Federal funding will be available for maintaining and expanding the nation’s navigation infrastructure? What alternative types of partnership options (PPPs Infrastructure Banking) will be available? How can the industry and local sponsor best help Congress achieve this? What is needed most critically is a clear statement of intent from the Federal government explaining the type and level of partner it will be in future navigation capacity maintenance and development.

### Costs accumulate- degrading infrastructure has a real impact on U.S. economic output.

Davidson, 5/20 [Paul, “USA's creaking infrastructure holds back economy,” USA Today, May 20, 2012, http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1]

"I call this a stealth attack on our economy," says Janet Kavinoky, executive director of transportation and infrastructure for the U.S. Chamber of Commerce. "It's not like an immediate crisis. It's something that's sneaking up on us." Freight bottlenecks and other congestion cost about $200 billion a year, or 1.6% of U.S. economic output, according to a report last year by Building America's Future Educational Fund, a bipartisan coalition of elected officials. The chamber of commerce estimates such costs are as high as $1 trillion annually, or 7% of the economy.

### Increasing inland waterway infrastructure support prevents economic collapse.

IBEW, ‘6 [“Another Bad Idea: Outsource Federal Lock and Dam Operations,” April 26, <http://www.ibew.org/articles/06daily/0604/060426_dams.htm>]

“We maintain that the locking decisions made by the lock and dam operators inherently affect the safety and private property of U.S. citizens,” said a letter by the lawmakers to Army Secretary Francis Harvey. “Any accident could severely damage the lock and dam sections of our critical infrastructure, which are vital to the United States’ economic and defense needs.”

### Now is key – delays will only increase the difficulty and expense of repairs and maintenance.

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

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

The longer the delays, the more difficult and expensive it becomes to maintain the aging locks and dams. More than half of the nation's locks, which were designed to last 50 years, have been moving along river traffic far longer. About 40 percent of the 89 locks in the Corps' Great Lakes and Ohio division, which includes Pittsburgh, are more than 70 years old.

## Inherency Ext.

### Lock failure imminent now – 14 by 2020.

Davidson, 5/20 [Paul, “USA's creaking infrastructure holds back economy,” USA Today, May 20, 2012, http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1]

The ancient lock-and-dam system is perhaps the most egregious example of aging or congested transportation systems that are being outstripped by demand. Fourteen locks are expected to fail by 2020, costing the economy billions of dollars. Meanwhile, seaports can't accommodate larger container ships, slowing exports and imports. Highways are too narrow. Bridges are overtaxed.

### Dam or lock failure would shut down a waterway for years.

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

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

Corps and industry officials say it would take three or more years to replace a failed lock and even longer if a dam had to be replaced.

### Funding insufficient now.

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

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

Steve Fritz, the Corps official managing the project, said if Congress authorizes only minimum annual funding, work will drag into the 2030s and cost upward of $1.7 billion. "The longer you go into the 2030s, the higher that number will climb," Mr. Fritz said. By then, the Elizabeth lock and dam -- built to last 50 years -- would be nearly 125 years old.

# \*\*\*Solvency Case Ext.\*\*\*

## Solvency mech- tax credits

### Investment tax credits stimulate growth

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Investment tax credits have proven to be an excellent vehicle to stimulate growth, including a dramatic surge in the solar energy sector, which saw its market grow by 45 percent within two years of implementing the solar energy investment tax credit (see Solar Energy Industries Association, “Federal Policy Propels U.S. Solar Energy Industry” 2007 at http://www.seia.org/galleries/pdf/Year\_in\_Review\_2007\_sm.pdf).

### Investment tax credits would encourage private investment in transportation infrastructure.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Investment tax credits are reductions in the tax that companies pay on their profits if they invest in certain types of equipment or infrastructure. Private companies could receive a tax credit for qualified capital investments to start or expand a designated Marine Highway Project. Qualified expenditures could include design, construction, or modification of vessels, development or improvement of shoreside infrastructure, procurement of cargo handling equipment, intermodal connector development, or any investment that reduces fuel consumption or emissions for qualified expenditures.160 Direct beneficiaries of investment tax credits would be vessel owners and operators and shoreside infrastructure owners.

## Solvency mech- trust fund

### Fix the Inland Waterways Trust Fund.

Critz, 2012 Critz and Doyle Advocate for Investment in Waterways Infrastructure...Fixing Trust Fund is necessary to repair and modernize region's locks and dams Jun 6, 2012, http://critz.house.gov/press-release/critz-and-doyle-advocate-investment-waterways-infrastructurefixing-trust-fund

Congressman Mark S. Critz (PA-12) joined Congressman Mike Doyle (PA-14) today on the House Floor to engage in a colloquy over the importance of our nation’s inland waterways infrastructure. In particular, the Members urged for the immediate fix of the Inland Waterways Trust Fund, which is necessary to repair and modernize the locks and dams on our river systems. The discussion took place with Congressman Rodney Frelinghuysen (NJ-11) and Congressman Peter Visclosky (IN-01), Chairman and Ranking Member of House Appropriations Subcommittee on Energy and Water Development, during the House of Representatives consideration of H.R. 5325, the Fiscal Year 2013 Energy and Water Development Appropriations Act. “We need to invest in America and keep our federal waterways open for business,” said Congressman Critz. “The Inland Waterways System is far too important to allow it to continue to languish with inadequate funding and crumbling infrastructure…and I look forward to working with the Chairman, the Ranking Member and Mr. Doyle to find a solution to this urgent need.”

## Solvency- environment

### The plan is environmentally friendly- reduces GHGs.

Martin, 2009 Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

The New Year brings much uncertainty about the economy, the future of certain industries and businesses, the housing market, and a new administration’s plans. But one thing that is certain is the value of our inland waterways transportation system for providing a less costly, fuel-efficient and environmentally friendly way to move our nation’s “building block” commodities, both domestically and for export. Our inland waterways system transports about 20 percent of our nation’s coal to generate electricity in utility plants and around 22 percent of our domestic petroleum products. This system is the primary artery for more than half our grain and oilseed exports. All told, more than 625 million tons of freight commodities valued at more than $70 billion move on America’s inland navigation system annually. And with worldwide trade expected to double over the next decade and with our highways and railways facing serious capacity issues, our inland rivers may be even more critical tomorrow than they are today for transporting products efficiently. There are other considerations as well. A new study by the National Waterways Foundation underscores the “green” value of this transport mode. Inland waterways relieve congestion on our already over-crowded highways and railways. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. A typical 15-barge tow on our nation’s rivers is equal to 1,050 trucks – in other words, just one barge movement equals 1,050 truck movements! To sustain these many benefits and stimulate economic recovery for our nation, investment in our inland navigation system of locks and dams is critical.

## Solvency- congestion

### Solves- congestion.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

America’s Marine Highway can play a role in alleviating this congestion on some of our surface transportation corridors, with its abundant capacity to carry freight to and from many locations across the country. This is particularly true because many of the areas of greatest land-based congestion, as shown in Figure 1, are also those areas that Marine Highway operators could best serve through ocean, inland waterway, and lake access. While important at a national level, the Marine Highway can be especially effective in reducing congestion for all users along certain coastal surface corridors (e.g., the I-5 (Pacific), I-95 (Atlantic), and I-10 (Gulf) highway corridors), including at border crossings into Canada, and in urban areas with large ports. The Government Accountability Office (GAO) has identified congestion around large urban ports as a major source of inefficiency in the national transportation system. The GAO notes the following: The major challenges to freight mobility share a common theme – congestion. National studies point to such problems as overcrowded highways and freight-specific ‘chokepoints’ that stifle effective intermodal transfer of cargoes. All 10 ports GAO studied faced similar congestion-related problems. For example, many of the ports are in dense urban areas, limiting the ability to expand rail yards, roadways, and other infrastructure. 41 The Marine Highway system has existing capacity to transfer containers and trailers away from congested highways and rail systems that serve ports to less congested ports and inland terminals. In 2000, FHWA estimated that each vehicle-mile traveled by trucks adds between $0.18 and $0.33 (reflecting typical or average conditions) to the cost of congestion on urban roadways; this value will only increase as congestion becomes more severe. 42 Reducing this source of congestion can therefore have significant value to the public. In addition to reducing surface congestion, the movement of cargo to inland terminals can benefit exporters and importers, many of which have found that their businesses are made easier if they can assemble export shipments or deploy imports at points free from the congestion. 43 Perhaps most importantly, it can offer shippers reliable and predictable service that is essential to just-in-time inventory systems. The America’s Marine Highway Program is designed to identify the most promising water corridors for the movement of passengers and freight to help relieve surface congestion and to facilitate the transition to greater use of this underutilized national asset.

## Solvency- generic

### More funding is key to maintain and meet additional future demands.

U.S. Port and Inland Waterways Modernization Strategy, 2012 “U.S. Port and Inland Waterways Modernization Strategy Options for the Future” Institute for Water Resources U.S. Army Corps of Engineers Working Draft 2 April 2012 http://www.iwr.usace.army.mil/docs/portswaterways/Port\_and\_Inland\_Waterways\_Options\_for\_the\_Future\_Working\_Draft\_v1\_2012\_Apr\_01.pdf

To fully meet the challenges of and realize the opportunities presented by increased use of postPanamax vessels in global trade, the existing capacity of the nation’s ports and waterways must be maintained and additional capacity must be built. Both paths require a significant financial commitment. The current level of USACE navigation funding is not adequate to meet the critical modernization needs of the nation and take advantage of these opportunities. Available financial options for meeting these needs vary from an increased Federal commitment to the divestiture of the Federal financial role. There is a growing consensus that the existing budgeting process and budget levels are not adequate to meet the critical needs of future modernization. The current process collects revenues for funding the Harbor Maintenance Trust Fund (HMTF), allocating those dollars to USACE navigation programs according to Federal budget priorities and assigned budget ceilings and providing additional funding for channel deepening with revenues from the general treasury. With the continuing revenue stream dedicated to the HMTF and the fund’s reserves, financial support for maintenance of existing channels could be secured for the near term. However, into the next decade the current processes (and budget ceilings) are not expected to provide significant funds for additional necessary channel deepening projects.

### Inland waterways can be more efficient but locks need to be modernized.

ASCE, 2009 The American Society of Civil Engineers, “Inland Waterways 2009 Rating D-“ <http://www.infrastructurereportcard.org/fact-sheet/inland-waterways>

Inland Waterways The average tow barge can carry the equivalent of 870 tractor trailer loads. Of the 257 locks still in use on the nation's inland waterways, 30 were built in the 1800s and another 92 are more than 60 years old. The average age of all federally owned or operated locks is nearly 60 years, well past their planned design life of 50 years. The cost to replace the present system of locks is estimated at more than $125 billion ^2.

## Solvency- efficiency

### Key to economic efficiency and competitiveness.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The efficiency of the surface transportation system underlies the efficiency of the entire national economy. As recently stated by the National Surface Transportation Policy and Revenue Study Commission: Transportation is the thread that knits the country together, providing the mobility that is such an important part of overall quality of life and is so deeply embedded in our culture and history. Highways, transit, rail, and water systems provide unprecedented access to jobs, recreation, education, health care, and the many other activities that sustain and enrich the lives of American families. 22 The Federal Highway Administration (FHWA) of USDOT reports that the U.S. surface transportation system moved an average of 53 million tons of freight each day (including bulk movements on water) worth $36 billion in 2002, and estimates that by 2008 this freight tonnage had increased by 11.2 percent, reaching 58.9 million tons per day. Nearly 10 percent of this tonnage is imports and exports. 23 The surface transportation system also accommodated more than 13.6 billion passenger miles each day in 2007. 24 Although the surface transportation system has handled traffic levels exceeding original design plans, demand for freight and passenger movement has grown more rapidly than capacity for the last several decades. The rapid growth in demand and the resulting capacity constraints became evident in parts of the U.S. freight transportation system during the 1990s and became a growing source of national concern particularly in the last decade. As noted recently by the Transportation Research Board, rising freight congestion threatens to impair economic productivity with the most visible congestion occurring at certain important nodes of the system and their surrounding areas, including the largest seaports and at terminal operations at inland hubs like Chicago. 25 Similarly, the issue of congestion for travelers on highways, transit, and rail systems has become severe in certain urban areas that are the major contributors to the nation’s economic productivity. For commuters, traffic congestion can seriously impinge on quality of life. America’s Marine Highway is available to bring significant freight congestion relief along certain corridors. A study for USDOT estimated that there were a total of approximately 78.2 million trailer loads of highway and rail intermodal cargo that moved between origins and destinations 500 miles apart along the U.S. contiguous coasts in 2003. 26 This long-haul coastal truck and intermodal traffic accounted for 15 percent of total 527 million trailer loads of U.S. intercity truck and intermodal rail traffic in 2003. These movements do not include empty trailer movements or the container and trailer traffic moving on inland surface freight corridors that are also served by the U.S. inland waterway system. Moreover, they do not include potential freight on short-haul Marine Highway services. 27 As will be discussed in more detail below, congestion at major ports can occur as freight volumes increase, as was demonstrated early in the last decade when some ports experienced double-digit year-on-year growth in international freight volumes. One benefit of expanding the Marine Highway system is that international containers could be transferred at major ports to and from Marine Highway services, bypassing the need to use congested urban landside access routes. Vessel operators serving purely domestic trades could bypass deep draft ports altogether, also reducing congestion at these ports. Most of the nation’s smaller ports can handle substantial growth in container movements (subject to acquiring specialized equipment) with little or no congestion at the ports or on adjacent roads. MARAD has not yet calculated the potential volume of Marine Highway movements of cargo through and around congested ports in U.S. markets, but such movements constitute a major share of the container traffic moved by water in Europe. Several recent startup U.S. Marine Highway services have or will specialize in the transshipment of international containers, including an Oakland to Stockton and West Sacramento, CA service and a Norfolk to Richmond, VA service (see later report section on Other Progress – Marine Highway Services). It is unlikely that Marine Highway services will offer a significant contribution to the longdistance movement of passengers within the United States given the relatively low speed of water service. However, passenger ferry services between or within highly congested cities can provide important relief to local traffic congestion and needed transportation redundancy for emergency situations. Urban areas account for the great majority of U.S. traffic congestion.

## Solvency- economy

### Inland waterways are key to economic recovery.

Paul Davidson May 20th, 2012, USA TODAY, “USA’s creaking infrastructure holds back economy” http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1

Inland waterways quietly keep the nation's economy flowing as they transport $180 billion of coal, steel, chemicals and other goods each year — a sixth of U.S. freight — across 38 states. Yet, an antiquated system of locks and dams threatens the timely delivery of those goods daily. Locks and dams raise or lower barges from one water level to the next, but breakdowns are frequent. For example, the main chamber at a lock on the Ohio River near Warsaw, Ky., is being fixed. Maneuvering 15-barge tows into a much smaller backup chamber has increased the average delay at the lock from 40 minutes to 20 hours, including waiting time. The outage, which began last July and is expected to end in August, will cost American Electric Power and its customers $5.5 million as the utility ferries coal and other supplies along the river for itself and other businesses, says AEP senior manager Marty Hettel. As the economy picks up, the nation's creaking infrastructure will increasingly struggle to handle the load. That will make products more expensive as businesses pay more for shipping or maneuver around roadblocks, and it will cause the nation to lose exports to other countries — both of which are expected to hamper the recovery. "The good news is, the economy is turning," says Dan Murray, vice president of the American Transportation Research Institute. "The bad news is, we expect congestion to skyrocket." The ancient lock-and-dam system is perhaps the most egregious example of aging or congested transportation systems that are being outstripped by demand. Fourteen locks are expected to fail by 2020, costing the economy billions of dollars. Meanwhile, seaports can't accommodate larger container ships, slowing exports and imports. Highways are too narrow. Bridges are overtaxed. Effects 'sneaking up' The shortcomings were partly masked during the recession as fewer Americans worked and less freight was shipped, easing traffic on transportation corridors. But interviews with shippers and logistics companies show delays are starting to lengthen along with the moderately growing economy. "I call this a stealth attack on our economy," says Janet Kavinoky, executive director of transportation and infrastructure for the U.S. Chamber of Commerce. "It's not like an immediate crisis. It's something that's sneaking up on us." Freight bottlenecks and other congestion cost about $200 billion a year, or 1.6% of U.S. economic output, according to a report last year by Building America's Future Educational Fund, a bipartisan coalition of elected officials. The chamber of commerce estimates such costs are as high as $1 trillion annually, or 7% of the economy.

### The plan is key to jobs and the economy.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

America’s Marine Highway can support the creation and sustainment of desirable jobs for Americans. These jobs are provided through direct employment in marine transportation services and shipbuilding, as well as other services that support marine transportation. Water transportation positions are beneficial to both workers and the nation. The Bureau of Labor Statistics (BLS) reports that earnings for water transportation positions are higher than most other occupations with similar educational requirements for entry-level positions. 28 As of 2008, the nation’s domestic and international water transportation industry supported approximately 65,200 direct jobs, with an additional 97,000 jobs in port-related activities and 104,500 jobs in shipbuilding and repair. 29 The water transportation industry generated some $36.1 billion in gross output in 2007, of which $10.7 billion was value added. 30 Many of the water transportation jobs exist in the inland waterway and coastal systems moving bulk products to our gateway ports. Marine Highway services can take many forms, ranging from self-propelled vessels operating between coastal ports to tug-and-barge services serving ports along inland and coastal waterways, and can serve various freight markets and schedules. A typical tug-and-barge service carrying containers between ports offers employment opportunities for the vessel crew, stevedores, and terminal workers who facilitate the intermodal transfer of cargo to and from the barges. Such job growth may or may not substitute for jobs in other transportation modes, depending on the markets affected and the design of the service (see below). The U.S. Coast Guard (USCG) is responsible for the credentialing of U.S. mariners. With certain exceptions, individuals employed on U.S.-flag merchant vessel of 100 gross tons or over must hold a valid Merchant Mariners Credential (MMC) issued by USCG. 31 The MMC is a form of identification and contains the qualifications that a mariner holds based on training, experience, and completion of necessary examinations. Beginning April 15, 2009, all mariners holding an active license, certificate of registry, Merchant Mariner Document (MMD), or MMC issued by USCG must also hold a valid Transportation Worker Identification Credential (TWIC) issued by the Transportation Security Administration (TSA). 32 The TWIC was established by Congress through the Maritime Transportation Security Act and is administered by TSA and USCG. TWICs are tamper-resistant biometric credentials that are issued to workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities, and to all credentialed merchant mariners. Merchant mariners are critical to the national security and economic needs of the nation. In addition to their importance as human resources for the nation’s transportation system, many play a vital role in for crewing ships during national emergencies and wartime situations (see section below on The Marine Highway and National Defense). Qualified mariners must be ready and available when a national emergency occurs – the time required to train new mariners would make it impractical to mobilize U.S. sealift in an emergency if mariners were not already on hand. The United States is also well-positioned to meet the demand for new mariners. There are seven merchant marine academies in the United States that graduate over 700 ship officers and engineers annually. 33 Private operators, labor unions, and other associations also provide training. Over the last decade, at least 19 maritime high schools began operations in the United States. 34 In 2008, MARAD announced a new curriculum for these schools that will help prepare the next generation of high school graduates for maritime jobs. Expanded use of Marine Highway services has the potential to generate orders for new vessels. These orders could help to revitalize the U.S. shipbuilding industry and support the nation’s skilled shipyard labor base through the construction of self-propelled vessels specifically designed for container and trailer freight movement and passenger trades, such as roll-on/roll-off (RoRo) trailer ships and ferries (see section below on The Marine Highway and National Defense). The direct number of jobs created per vessel constructed would vary by vessel size and type. Building a larger self-propelled coastal ship to transport trailers and containers might generate up to 600 job years of direct labor at the shipyard. 35 Indirect jobs (jobs at steel producers and other suppliers to the shipyard) and induced jobs (jobs supported in the general economy due to spending of workers’ wages) would add significantly to the overall employment impact. Construction of Marine Highway vessels built to a standard design and in serial production runs would also reduce per vessel costs and could lead to more vessel orders and jobs over the longer term. Growth in Marine Highway activity will also support land-based job opportunities – such as short-haul truck drivers and logistical business positions at Marine Highway ports. Job creation on vessels and in ports due to the growth of the America’s Marine Highway system depends largely on the numbers and locations of Marine Highway corridors and services that eventually emerge, future growth of domestic freight movements, future funding of infrastructure in water- and land-based transportation modes, and the complex tradeoff of jobs among these modes as one modal system gains proportionately more traffic than another. Ultimately, however, the principal source of new employment from America’s Marine Highway will be its contribution to the efficiency and flexibility of the nation’s supply chain, as described in the following sections of this report. By having access to a reliable transportation alternative that can be expanded at modest cost when compared to surface transportation services, U.S. businesses can better react to changing supply chain circumstances, such as rising fuel costs, and thereby realize productivity gains and improved profitability. Profitable and productive businesses experiencing growth are the chief sources of new demand for workers throughout the economy.

### Modernizing inland waterway infrastructure would immediately add new jobs.

Martin, 2009 Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

Last November Waterways Council, Inc. (WCI) submitted testimony to Congress urging the inclusion of $1.5-$2.0 billion for the nation’s critical lock-and-dam infrastructure system under the second economic stimulus package focused on infrastructure investment, job creation, and economic recovery. WCI specifically urged Congress to fund a total of 16 congressionally-supported, lock-and-dam modernization projects with approximately $1-$1.5 billion that could productively and quickly (perhaps within 90 days of enactment) expedite job-creating construction work associated with the projects. It also requested an additional $500 million to be appropriated in the stimulus bill for productive, high-priority, employment-enhancing operation and maintenance (O&M) work on the inland waterway system. At press time it was unclear when the full economic stimulus package would be presented or what priority would be given to our nation’s inland waterways infrastructure, but we will continue to urge our leaders in Congress and the new Administration to recognize the importance of our nation’s inland navigation system and address its critical needs. America’s inland navigation system offers our country an opportunity to compete in the world market, but if we don’t make necessary investments now, our future as a world leader is in jeopardy.

## Shipbuilding- solvency

### The plan is key to the shipbuilding industry.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

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The Bureau of Labor Statistics (BLS) reports that earnings for water transportation positions are higher than most other occupations with similar educational requirements for entry-level positions. 28 As of 2008, the nation’s domestic and international water transportation industry supported approximately 65,200 direct jobs, with an additional 97,000 jobs in port-related activities and 104,500 jobs in shipbuilding and repair. 29 The water transportation industry generated some $36.1 billion in gross output in 2007, of which $10.7 billion was value added. 30 Many of the water transportation jobs exist in the inland waterway and coastal systems moving bulk products to our gateway ports. Marine Highway services can take many forms, ranging from self-propelled vessels operating between coastal ports to tug-and-barge services serving ports along inland and coastal waterways, and can serve various freight markets and schedules. A typical tug-and-barge service carrying containers between ports offers employment opportunities for the vessel crew, stevedores, and terminal workers who facilitate the intermodal transfer of cargo to and from the barges. Such job growth may or may not substitute for jobs in other transportation modes, depending on the markets affected and the design of the service (see below). The U.S. Coast Guard (USCG) is responsible for the credentialing of U.S. mariners. With certain exceptions, individuals employed on U.S.-flag merchant vessel of 100 gross tons or over must hold a valid Merchant Mariners Credential (MMC) issued by USCG. 31 The MMC is a form of identification and contains the qualifications that a mariner holds based on training, experience, and completion of necessary examinations. Beginning April 15, 2009, all mariners holding an active license, certificate of registry, Merchant Mariner Document (MMD), or MMC issued by USCG must also hold a valid Transportation Worker Identification Credential (TWIC) issued by the Transportation Security Administration (TSA). 32 The TWIC was established by Congress through the Maritime Transportation Security Act and is administered by TSA and USCG. TWICs are tamper-resistant biometric credentials that are issued to workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities, and to all credentialed merchant mariners. Merchant mariners are critical to the national security and economic needs of the nation. In addition to their importance as human resources for the nation’s transportation system, many play a vital role in for crewing ships during national emergencies and wartime situations (see section below on The Marine Highway and National Defense). Qualified mariners must be ready and available when a national emergency occurs – the time required to train new mariners would make it impractical to mobilize U.S. sealift in an emergency if mariners were not already on hand. The United States is also well-positioned to meet the demand for new mariners. There are seven merchant marine academies in the United States that graduate over 700 ship officers and engineers annually. 33 Private operators, labor unions, and other associations also provide training. Over the last decade, at least 19 maritime high schools began operations in the United States. 34 In 2008, MARAD announced a new curriculum for these schools that will help prepare the next generation of high school graduates for maritime jobs. Expanded use of Marine Highway services has the potential to generate orders for new vessels. These orders could help to revitalize the U.S. shipbuilding industry and support the nation’s skilled shipyard labor base through the construction of self-propelled vessels specifically designed for container and trailer freight movement and passenger trades, such as roll-on/roll-off (RoRo) trailer ships and ferries (see section below on The Marine Highway and National Defense). The direct number of jobs created per vessel constructed would vary by vessel size and type. Building a larger self-propelled coastal ship to transport trailers and containers might generate up to 600 job years of direct labor at the shipyard. 35 Indirect jobs (jobs at steel producers and other suppliers to the shipyard) and induced jobs (jobs supported in the general economy due to spending of workers’ wages) would add significantly to the overall employment impact. Construction of Marine Highway vessels built to a standard design and in serial production runs would also reduce per vessel costs and could lead to more vessel orders and jobs over the longer term. Growth in Marine Highway activity will also support land-based job opportunities – such as short-haul truck drivers and logistical business positions at Marine Highway ports.

## Oil prices- solvency

### The plan is key to create a buffer to oil price spikes.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

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# \*\*\*Hegemony Advantage Ext.\*\*\*

## Waterways key to hegemony

### Ships and waterways are critical to U.S. geopolitical power – domestically safeguards against outside threats.

Sue Roberts et. al, 2011, Prof. and Chair of Geography at the University of Kentucky, previously taught at what is now Anglia Polytechnic University in Great Britain, Ph.D. is from Syracuse University, Anna Secor is an Associate Prof. at the University of Kentucky, is a political geographer who does research on questions of space, the subject, and the state, Matthew Zook is an Associate Professor at the University of Kentucky with a focus on focus on technological change and shifting geographies of globalization, Antipode, Vol. 44 No. 1, “Critical Infrastructure: Mapping the Leaky Plumbing of US Hegemony,” p. 8-9

Cables, pipelines, and ships are the material elements of connection. They enable the global flows deemed critical to US geoeconomic and geopolitical power and security. Cable 09STATE15133—transmitted to US embassies around the world, cached by a US Army Private, made globally accessible by Wikileaks, and then transferred from server to server to evade censorship—is itself a product of and an element within the networked world that it maps (as is our map—Figure 1). As an action request, the cable represents the first phase in a project that globalizes homeland security; the Critical Foreign Dependencies Initiative exists as a sub-program within a national level initiative (NIPP) and is pursued at the intersection of the DHS and the DOS. The resulting list maps the world from the perspective of US security, but not from the typical geopolitical perspective of threat and allegiance. Instead, the map marks the points and passages that define US hegemony’s vulnerability and dependency. If the enemy—terrorism, disease, or natural disaster—cannot itself be mapped, then the geostrategic map can only fixate on the fail points and potential targets. Other leaked cables might give some sense of how exactly this information is to be “leveraged” and with whom as part of the US DHS’s risk management approach to vulnerability in a networked age. Perhaps not surprisingly, however, this map of homeland-security-beyond-the-homeland nonetheless marks the territorial boundaries of the USA. Because embassies in Mexico and Canada listed border crossings as part of their assessment of CIKR, the US land border itself emerges, from the outside in, as a critical foreign dependency. And because none of the sites marked are within US boundaries (by definition), the territorial USA pops out of the map like a missing puzzle piece, wholly delineated and complete: the blank space from which to assess the criticality of the world’s cables, pipes, mines and factories upon which it depends.

### Waterways are vulnerable points for U.S. hegemony.

Sue Roberts et. al, 2011, Prof. and Chair of Geography at the University of Kentucky, previously taught at what is now Anglia Polytechnic University in Great Britain, Ph.D. is from Syracuse University, Anna Secor is an Associate Prof. at the University of Kentucky, is a political geographer who does research on questions of space, the subject, and the state, Matthew Zook is an Associate Professor at the University of Kentucky with a focus on focus on technological change and shifting geographies of globalization, Antipode, Vol. 44 No. 1, “Critical Infrastructure: Mapping the Leaky Plumbing of US Hegemony,” p. 1

Geopolitical mappings of the world can say as much about the vulnerabilities of hegemony as about aspirations to power. Mappings of US geostrategic interests are no exception. Recent national security priorities, the details of which were revealed in leaked diplomatic cables, include the identification of sites around the world deemed critical to the US (US Department of State 2009). From beaches where trans-oceanic cables emerge, to factories making vaccines, to maritime routes and ports, sites of particular vulnerability are assembled. The cartographic effect of this assemblage is a partial and highly distributed mapping of the fragile material underpinnings of US power.

### An effective waterways transportation system is a key economic and military resource – lack of investment undermines our hegemony\*\*

ASCE (American Society of Civil Engineers), January 2009, Report Card For America's Infrastructure , “Inland Waterways,” p. 83, Ebsco Host

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 under-stood. The lack of adequate understanding impacts decisions contributing to effi-cient management, adequate funding, and effective integration with other modes of transportation at the national level. Rec-ommendations demonstrate that lever-aging the strategic value of U.S. inland waterways will contribute to building an effective and reliable national transporta-tion 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 navi-gable waterways. The U.S. inland water-way 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 com-prises 257 locks, which raise and lower river traffic between stretches of water of different levels.

## Waterway investment key to competitiveness

### Solves competitiveness - hegemony.

Martin, 2009 Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

The New Year brings much uncertainty about the economy, the future of certain industries and businesses, the housing market, and a new administration’s plans. But one thing that is certain is the value of our inland waterways transportation system for providing a less costly, fuel-efficient and environmentally friendly way to move our nation’s “building block” commodities, both domestically and for export. Our inland waterways system transports about 20 percent of our nation’s coal to generate electricity in utility plants and around 22 percent of our domestic petroleum products. This system is the primary artery for more than half our grain and oilseed exports. All told, more than 625 million tons of freight commodities valued at more than $70 billion move on America’s inland navigation system annually. And with worldwide trade expected to double over the next decade and with our highways and railways facing serious capacity issues, our inland rivers may be even more critical tomorrow than they are today for transporting products efficiently. There are other considerations as well. A new study by the National Waterways Foundation underscores the “green” value of this transport mode. Inland waterways relieve congestion on our already over-crowded highways and railways. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. A typical 15-barge tow on our nation’s rivers is equal to 1,050 trucks – in other words, just one barge movement equals 1,050 truck movements! To sustain these many benefits and stimulate economic recovery for our nation, investment in our inland navigation system of locks and dams is critical. Many of our locks and dams are more than 50 years beyond their economic design life and are deteriorating rapidly, impacting efficiency, safety, and our world competitiveness. We must modernize our lock-and-dam system so that our farmers, coal miners, oil producers and stone/aggregate suppliers can transport their products cost-effectively and efficiently, allowing them to remain competitive in world markets. It took only two to three years to build some of the first modern locks and dams on our nation’s rivers in the 1920s and 1930s, but today it takes increasingly longer periods of time to bring new locks online. We must find ways to improve the current waterways project delivery system and ensure that navigation projects supported by expenditures in the Inland Waterway Trust Fund are built in a timely and cost-effective manner. The need for improvement in the process is evident when comparing current projects with lock-and-dam modernization projects authorized a little more than 20 years ago under the Water Resources Development Act (WRDA) of 1986. Construction for all seven of the WRDA ’86 lock-and-dam modernization projects proceeded at a pace that saw the new or modernized locks become operational fairly quickly, anywhere from four to eight years, with the average for all seven projects equaling 6.3 years. Since then, the estimated time to complete lock-and-dam modernization projects has ballooned well beyond reasonable time and costs; only one post-WRDA ’86 project thus far has seen its modernized lock become operational (Marmet, near Charleston, West Virginia). An example of this disappointing project delivery system is the Lower Mon project on the Monongahela River near Pittsburgh, under construction for 13 years with the Corps of Engineers’ current estimates for completion being another 13 years at best – around 2022 – with cost overruns pushing original estimated costs from $550 million to new estimates exceeding $1.3 billion. This is a problem not only for commercial users of the system, who need efficient and reliable ways to move the nation’s commodities, but also for every taxpaying citizen who cares about how government should perform on its behalf. Our nation must fix this problem and work harder to modernize our lock-and-dam system if we want to remain world leaders. For example, China has announced plans to spend a half-trillion dollars over the next three years to stimulate its economy. Last November Waterways Council, Inc. (WCI) submitted testimony to Congress urging the inclusion of $1.5-$2.0 billion for the nation’s critical lock-and-dam infrastructure system under the second economic stimulus package focused on infrastructure investment, job creation, and economic recovery. WCI specifically urged Congress to fund a total of 16 congressionally-supported, lock-and-dam modernization projects with approximately $1-$1.5 billion that could productively and quickly (perhaps within 90 days of enactment) expedite job-creating construction work associated with the projects. It also requested an additional $500 million to be appropriated in the stimulus bill for productive, high-priority, employment-enhancing operation and maintenance (O&M) work on the inland waterway system. At press time it was unclear when the full economic stimulus package would be presented or what priority would be given to our nation’s inland waterways infrastructure, but we will continue to urge our leaders in Congress and the new Administration to recognize the importance of our nation’s inland navigation system and address its critical needs. America’s inland navigation system offers our country an opportunity to compete in the world market, but if we don’t make necessary investments now, our future as a world leader is in jeopardy.

## Marine highways = competitiveness

### Marine highways are the only way we can support the increase in future growth needed to maintain competitiveness.

Matt Hilburn, May 2007, Associate Editor, Sea Power, Vol. 50 Issue 5, “New Believers,” p. 38, Ebsco Host

The creation of a "marine highway" as a viable alternative to road and rail seems to be gath-ering steam, though the ultimate vision of rivers and coastal waterways packed with vessels car-rying cargo to ports around the country is still quite blurry. Maritime Administrator Sean T .Connaughton is trying to bring that vision into focus and, in some cases, private companies are making a goof short-sea shipping. Meanwhile, Connaughton's agency is con-ducting workshops around the country to highlight the advantages of water transport and bring shippers together with potential customers. In February, Connaughton told the House Com-mittee on Transportation and Infrastructure's Coast Guard and Maritime Transportation subcommittee about the importance of establishing what he called an "American Marine Highway." "The world’s waterways are an infinite system, and on marine highways have infinite capacity, "he told the committee.” Unlike rail and roads, there are no fixed infrastructure costs to develop transportation routes, and ships can carry more cargo per dollar than any other method of transport. "The full scope of America's Marine Highway—a system that includes not only our coastal waters, but our inland waterway system and the Great Lakes—is enormous and, if properly utilized and integrated, can help us expand our way out of the crises before us." Domestic and international trade volumes will continue to grow. However, Connaught on questions whether the road and rail systems to support that growth will prove adequate, and he views the nation's waterways is an under-utilized re-source.

### Functioning waterways are key to competitiveness – industry stakeholders.

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

Second, U.S. domestic transportation infrastructure is inadequately funded to remain a reliable and capable artery for international commerce. While much of the transportation infrastructure in the United States is becoming antiquated, our international competitors are improving their infrastructure and, consequently, their competitiveness in world markets. 29 Most freight transportation infrastructure, with the exception of railways, is publicly owned. In the case of highways and waterways, an intra-governmental approach is used for operations and maintenance as well as new construction. To make matters worse, state and local authorities own the intermodal facilities through which the national transportation arteries traverse, leading to unsynchronized modernization and expansion efforts. In each case the cost is extremely high, resulting in delayed response to needed repair and a cascading failure of the infrastructure to support needed transportation requirements. “Fix it when it breaks” is not a effective method of maintaining reliability. For the most part, users of freight transportation infrastructure pay little in comparison to the benefits they reap for its use. National policy makers and industry stakeholders continue to examine new and innovative ways of funding operations and maintenance but it is often too little, too late.

## Heg sustainable (1)

### The hegemonic declines that your evidence is talking about are small – these kinds of declines activate American power – aff is key.

Carla Norrlof, 2010, an Associate Professor in the Department of Political Science at the University of Toronto, “America’s Global Advantage US Hegemony and International Cooperation”

In today’s debate on American decline redux, scholars continue to assume a substitute relation between economic and political power. Bacevich, for instance, sees the United States as a global enforcer that uses new advanced means to practice old-style gunboat diplomacy, a development he laments and sees as more or less irreversible.48 Ferguson the mores and practices in other countries is seen as especially devastating for its dominance. While Mann too sees the United States as a “military giant,” he does not think military power is of much use, and disparagingly calls it an economic “backseat driver.”50 Mann clearly sees the United States as a power in decline. In two books, Chalmers Johnson describes the proliferation of American bases around the world, the resentment they create, and how it might provoke decline.51 The French analyst Emmanuel Todd indicts the United States for outright banditry, “the mugging of Europeans by Wall Street,” but does not believe the United States has the military wherewithal to ensure that it can continue to reap disproportionate economic benefits, or that it is capable of the kind of political (non-discriminatory) rule that attracts dependable followers.52 Not everyone has been convinced that the United States has declined in any meaningful way. As several authors have pointed out, the relative ascendancy of Europe and Japan was not only to be expected, but an explicit aim of American policy after the war.53 Critics charged that those who believed that the United States had declined in significant ways had failed to grasp important changes in the international economy and the prominent role played by multi-national corporations. 54 To appreciate the full extent of America’s reach one had to take into account the functioning of the world economy, the vitality of the American economy, the diversity of its population, and its military preponderance. Samuel Huntington was particularly prescient in identifying what kept America on top and in spelling out challenges to its lead position. He saw the country’s multi-dimensional power base as difficult for others to replicate and understood that the dynamism of the American economy would take a blow if consumer overstretch got out of hand, even though he believed that the most serious challenge to American power would come from a coalition of European states.55 While Huntington correctly perceived that America’s preeminence is anchored across a wide range of issue-areas, he did not connect these different sources of power. In elaborating an alternative way of thinking about the hegemon’s power arc, I show how various forms of power mutually reinforce one another as the hegemon travels up and down the power ladder. As I have already suggested, the consequences of relative decline are potentially favorable to the hegemon and can in some circumstances activate power

### Heg sustainable – doomsayers are wrong.

Carla Norrlof, 2010, an Associate Professor in the Department of Political Science at the University of Toronto, “America’s Global Advantage US Hegemony and International Cooperation”

The United States has been the most powerful country in the world for more than sixty years. Throughout this period, it has had the world’s largest economy and the world’s most important currency. For most of this time, it had the world’s most powerful military as well – and its military supremacy today is beyond question. We are truly in an era of US hegemony, a unipolar moment, a Pax Americana, which has enabled Americans to enjoy the highest standard of living in human history. Is this privileged position being undercut by serial trade deficits? The pessimists are growing more numerous by the day. They see the country’s spendthrift ways as a disaster waiting to happen. They warn that the cavernous gap in merchandise trade, well above 6 percent in 2006, is an ominous sign of competitive slippage. In 2008, the liabilities acquired to finance the shortfall in exports reached an amazing 29 percent of GDP. A falling dollar, military overstretch, the rise of the euro, the rise of China, and progressively deeper integration in East Asia are among the factors that many believe herald the imminent decline of American hegemony. In my view, the doomsayers are mistaken. I argue that American hegemony is stable and sustainable. While the United States certainly does face a number of challenges, an analysis of the linkages between trade, money, and security shows that American power is robust. This book is a story about why and how American hegemony works, and what other states would have to do to emulate or, on other grounds, thwart, America’s power base. As I will show, the United States benefits from running persistent trade deficits as a result of its special position in the international system. I will argue that any comparably situated country would choose to pursue the same cyclical deficit policy as the one encouraged by the US government. A series of size advantages cut across trade, money, and security: the size of the American market, the role of the dollar, and American military power interact to make a trade deficit policy rewarding and buffer the United States from the extreme consequences that a sustained deficit policy would otherwise have.

## Heg sustainable (2)

### Even if they win collapse inevitable – we should retain hegemony as long as possible.

Bradley A. Thayer, 2007, Associate Professor in the Department of Defense and Strategic Studies, Missouri State University, American Empire, Routledge, p. 105

Knowing that American hegemony will end someday does not mean that we should welcome or facilitate its demise; rather the reverse. The United States should labor to maintain hegemony as long as possible—just as know-ing that you will die someday does not keep you from planning your future and living today. You strive to live as long as possible although you realize that it is inevitable that you will die. Like good health, Americans and most of the world should welcome American primacy and work to preserve it as long as possible.

### Hegemony sustainable – no alternative.

Colin Gray, 2009, Professor of International Politics and Strategic Studies at the University of Reading in England, Worked at the International Institute for Strategic Studies in England, Hudson Institute, Founder of the Defense-Oriented Think Tank: National Institute for Public Policy, Graduate of the Universities of Manchester and Oxford, "AFTER IRAQ: THE SEARCH FOR A SUSTAINABLE NATIONAL SECURITY STRATEGY," p. 5-6

The long list of U.S. problems in Afghanistan and Iraq should not be misinterpreted. It would be a mistake to conclude that: (1) the United States should cease to act hegemonically; (2) U.S. values (i.e., culture) are flawed, for Americans and some others; (3) the U.S. armed forces have been demonstrably incompetent. A more sensible interpretation of events would be the following: (1) the United States is the only candidate for contemporary hegemon, and world order needs a hegemon willing and able to serve as world policeman, even one that makes some policy errors9; (2) in major respects U.S. culture is highly attractive, which is fortunate since it is not easily alterable, but it does need to be advertised and applied with care and restraint abroad; (3) Americans have become very competent at warfighting, but that prowess has not extended across the whole of the conflict spectrum. In common with all great powers in the past, the United States has to learn to cope with occasional policy failure. Failure through human error or sheer incompetence, friction, and bad luck should not be mistaken for precipitate decline. Too many commentators today are proclaiming the end of American hegemony. It is true that there are visible 6 trends hostile to U.S. hegemony, the well-announced “rise of “ China and India, and one day, just possibly, the EU/Europe, and even a long-delayed Japan and Brazil. But for the time being and for many years to come, the United States will be the hegemon. This is to say that it will be the global leader, certainly the most important player, in any matter of grave significance for international security. This will be what one might call a default reality. It is, and will be, a consequence of conscious American choice and effort. Also, U.S. leadership, notwithstanding the exception of its behavior towards Iraq, will rest upon a base provided by broad global consent, albeit not always of an enthusiastic kind.

## Heg de-escalates conflict (1)

### History is on our side – there’s zero chance that war erupts or escalates in a world of the aff – there is only a risk of war if you vote neg.

Bradley A. Thayer, 2007, Associate Professor in the Department of Defense and Strategic Studies, Missouri State University, American Empire, Routledge, p. 45

Peace, like good health, is not often noticed, but certainly is missed when absent. Throughout history, peace and stability have been a major benefit of empires. In fact, pax Romana in Latin means the Roman peace, or the stabil-ity brought about by the Roman Empire. Rome’s power was so overwhelming that no one could challenge it successfully for hundreds of years. The result was stability within the Roman Empire. Where Rome conquered, peace, law, order, education, a common language, and much else followed. That was true of the British Empire (pax Britannica) too. So it is with the United States today. Peace and stability are major benefits of the American Empire. The fact that America is so powerful actually reduces the likelihood of major war. Scholars of international politics have found that the presence of a dominant state in international politics actually reduces the likelihood of war because weaker states, including even great powers, know that it is unlikely that they could challenge the dominant state and win. They may resort to other mechanisms or tactics to challenge the dominant coun-try, but are unlikely to do so directly. This means that there will be no wars between great powers. At least, not until a challenger (certainly China) thinks it can overthrow the dominant state (the United States). But there will be intense security competition—both China and the United States will watch each other closely, with their intelligence communities increasingly focused on each other, their diplomats striving to ensure that countries around the world do not align with the other, and their militaries seeing the other as their principal threat. This is not unusual in international politics but, in fact, is its “normal” condition. Americans may not pay much attention to it until a crisis occurs. But right now states are competing with one another. This is because international politics does not sleep; it never takes a rest.

### Prefer our internal links – explains the last five centuries of global hegemons.

Daniel Drezner, 2001, professor of international politics at The Fletcher School of Law and Diplomacy at Tufts Universit, “State structure, technological leadership and the maintenance of hegemony,” http://www.danieldrezner.com/research/tech.pdf

In this decade, proponents of globalization argue that because information and capital are mobile, the location of innovation has been rendered unimportant.6 While this notion has some popular appeal, the globalization thesis lacks theoretical or empirical support. Theoretically, even in a world of perfect information and perfect capital mobility, economists have shown that the location of technological innovation matters.7 Empirically, the claims of globalization proponents have been far-fetched. Capital is not perfectly mobile, and increased economic exchange does not lead to a seamless transfer of technology from one country to another.8 The location of innovation still matters. Long-cycle theorists have paid the most attention to the link between technological innovation, economic growth, and the rise and fall of hegemons.9 They argue that the past five hundred years of the global political economy can be explained by the waxing and waning of hegemonic powers. Countries acquire hegemonic status because they are the first to develop a cluster of technologies in leading sectors. These innovations generate spillover effects to the rest of the lead economy, and then to the global economy. Over time, these ‘technological hegemons’ fail to maintain the rate of innovations, leading to a period of strife until a new hegemonic power is found.

## Heg de-escalates conflict (2)

### Statistical backing indicates hegemony has decreased wars since WW2.

John M. Owen, 2-11-2011, Professor of Politics at University of Virginia PhD from Harvard, "DON’T DISCOUNT HEGEMONY," www.cato-unbound.org/2011/02/11/john-owen/dont-discount-hegemony/

Andrew Mack and his colleagues at the Human Security Report Project are to be congratulated. Not only do they present a study with a striking conclusion, driven by data, free of theoretical or ideological bias, but they also do something quite unfashionable: they bear good news. Social scientists really are not supposed to do that. Our job is, if not to be Malthusians, then at least to point out disturbing trends, looming catastrophes, and the imbecility and mendacity of policy makers. And then it is to say why, if people listen to us, things will get better. We do this as if our careers depended upon it, and perhaps they do; for if all is going to be well, what need then for us? Our colleagues at Simon Fraser University are brave indeed. That may sound like a setup, but it is not. I shall challenge neither the data nor the general conclusion that violent conflict around the world has been decreasing in fits and starts since the Second World War. When it comes to violent conflict among and within countries, things have been getting better. (The trends have not been linear—Figure 1.1 actually shows that the frequency of interstate wars peaked in the 1980s—but the 65-year movement is clear.) Instead I shall accept that Mack et al. are correct on the macro-trends, and focus on their explanations they advance for these remarkable trends. With apologies to any readers of this forum who recoil from academic debates, this might get mildly theoretical and even more mildly methodological. Concerning international wars, one version of the “nuclear-peace” theory is not in fact laid to rest by the data. It is certainly true that nuclear-armed states have been involved in many wars. They have even been attacked (think of Israel), which falsifies the simple claim of “assured destruction”—that any nuclear country A will deter any kind of attack by any country B because B fears a retaliatory nuclear strike from A. But the most important “nuclear-peace” claim has been about mutually assured destruction, which obtains between two robustly nuclear-armed states. The claim is that (1) rational states having second-strike capabilities—enough deliverable nuclear weaponry to survive a nuclear first strike by an enemy—will have an overwhelming incentive not to attack one another; and (2) we can safely assume that nuclear-armed states are rational. It follows that states with a second-strike capability will not fight one another. Their colossal atomic arsenals neither kept the United States at peace with North Vietnam during the Cold War nor the Soviet Union at peace with Afghanistan. But the argument remains strong that those arsenals did help keep the United States and Soviet Union at peace with each other. Why non-nuclear states are not deterred from fighting nuclear states is an important and open question. But in a time when calls to ban the Bomb are being heard from more and more quarters, we must be clear about precisely what the broad trends toward peace can and cannot tell us. They may tell us nothing about why we have had no World War III, and little about the wisdom of banning the Bomb now. Regarding the downward trend in international war, Professor Mack is friendlier to more palatable theories such as the “democratic peace” (democracies do not fight one another, and the proportion of democracies has increased, hence less war); the interdependence or “commercial peace” (states with extensive economic ties find it irrational to fight one another, and interdependence has increased, hence less war); and the notion that people around the world are more anti-war than their forebears were. Concerning the downward trend in civil wars, he favors theories of economic growth (where commerce is enriching enough people, violence is less appealing—a logic similar to that of the “commercial peace” thesis that applies among nations) and the end of the Cold War (which end reduced superpower support for rival rebel factions in so many Third-World countries). These are all plausible mechanisms for peace. What is more, none of them excludes any other; all could be working toward the same end. That would be somewhat puzzling, however. Is the world just lucky these days? How is it that an array of peace-inducing factors happens to be working coincidentally in our time, when such a magical array was absent in the past? The answer may be that one or more of these mechanisms reinforces some of the others, or perhaps some of them are mutually reinforcing. Some scholars, for example, have been focusing on whether economic growth might support democracy and vice versa, and whether both might support international cooperation, including to end civil wars. We would still need to explain how this charmed circle of causes got started, however. And here let me raise another factor, perhaps even less appealing than the “nuclear peace” thesis, at least outside of the United States. That factor is what international relations scholars call hegemony—specifically American hegemony. A theory that many regard as discredited, but that refuses to go away, is called hegemonic stability theory. The theory emerged in the 1970s in the realm of international political economy. It asserts that for the global economy to remain open—for countries to keep barriers to trade and investment low—one powerful country must take the lead. Depending on the theorist we consult, “taking the lead” entails paying for global public goods (keeping the sea lanes open, providing liquidity to the international economy), coercion (threatening to raise trade barriers or withdraw military protection from countries that cheat on the rules), or both. The theory is skeptical that international cooperation in economic matters can emerge or endure absent a hegemon. The distastefulness of such claims is self-evident: they imply that it is good for everyone the world over if one country has more wealth and power than others. More precisely, they imply that it has been good for the world that the United States has been so predominant. There is no obvious reason why hegemonic stability theory could not apply to other areas of international cooperation, including in security affairs, human rights, international law, peacekeeping (UN or otherwise), and so on. What I want to suggest here—suggest, not test—is that American hegemony might just be a deep cause of the steady decline of political deaths in the world. How could that be? After all, the report states that United States is the third most war-prone country since 1945. Many of the deaths depicted in Figure 10.4 were in wars that involved the United States (the Vietnam War being the leading one). Notwithstanding politicians’ claims to the contrary, a candid look at U.S. foreign policy reveals that the country is as ruthlessly self-interested as any other great power in history. The answer is that U.S. hegemony might just be a deeper cause of the proximate causes outlined by Professor Mack. Consider economic growth and openness to foreign trade and investment, which (so say some theories) render violence irrational. American power and policies may be responsible for these in two related ways. First, at least since the 1940s Washington has prodded other countries to embrace the market capitalism that entails economic openness and produces sustainable economic growth. The United States promotes capitalism for selfish reasons, of course: its own domestic system depends upon growth, which in turn depends upon the efficiency gains from economic interaction with foreign countries, and the more the better. During the Cold War most of its allies accepted some degree of market-driven growth. Second, the U.S.-led western victory in the Cold

## Heg de-escalates conflict (3)

Owen cont’d

War damaged the credibility of alternative paths to development—communism and import-substituting industrialization being the two leading ones—and left market capitalism the best model. The end of the Cold War also involved an end to the billions of rubles in Soviet material support for regimes that tried to make these alternative models work. (It also, as Professor Mack notes, eliminated the superpowers’ incentives to feed civil violence in the Third World.) What we call globalization is caused in part by the emergence of the United States as the global hegemon. The same case can be made, with somewhat more difficulty, concerning the spread of democracy. Washington has supported democracy only under certain conditions—the chief one being the absence of a popular anti-American movement in the target state—but those conditions have become much more widespread following the collapse of communism. Thus in the 1980s the Reagan administration—the most anti-communist government America ever had—began to dump America’s old dictator friends, starting in the Philippines. Today Islamists tend to be anti-American, and so the Obama administration is skittish about democracy in Egypt and other authoritarian Muslim countries. But general U.S. material and moral support for liberal democracy remains strong.

## Heg de-escalates conflict (4)

### Otherwise – status based great power conflict is inevitable – relative lead key to prevent global conflict.

William C. Wohlforth, 2009, a professor of government at Dartmouth College, “Unipolarity, Status Competition, and Great Power War” Project Muse

Second, I question the dominant view that status quo evaluations are relatively independent of the distribution of capabilities. If the status of states depends in some measure on their relative capabilities, and if states derive utility from status, then different distributions of capabilities may affect levels of satisfaction, just as different income distributions may affect levels of status competition in domestic settings. 6 Building on research in psychology and sociology, I argue that even capabilities distributions among major powers foster ambiguous status hierarchies, which generate more dissatisfaction and clashes over the status quo. And the more stratified the distribution of capabilities, the less likely such status competition is. Unipolarity thus generates far fewer incentives than either bipolarity or multipolarity for direct great power positional competition over status. Elites in the other major powers continue to prefer higher status, but in a unipolar system they face comparatively weak incentives to translate that preference into costly action. And the absence of such incentives matters because social status is a positional good—something whose value depends on how much one has in relation to others.7 “If everyone has high status,” Randall Schweller notes, “no one does.”8 While one actor might increase its status, all cannot simultaneously do so. High status is thus inherently scarce, and competitions for status tend to be zero sum.9 I begin by describing the puzzles facing predominant theories that status competition might solve. Building on recent research on social identity and status seeking, I then show that under certain conditions the ways decision makers identify with the states they represent may prompt them to frame issues as positional disputes over status in a social hierarchy. I develop hypotheses that tailor this scholarship to the domain of great power politics, showing how the probability of status competition is likely to be linked to polarity. The rest of the article investigates whether there is sufficient evidence for these hypotheses to warrant further refinement and testing. I pursue this in three ways: by showing that the theory advanced here is consistent with what we know about large-scale patterns of great power conflict through history; by [End Page 30] demonstrating that the causal mechanisms it identifies did drive relatively secure major powers to military conflict in the past (and therefore that they might do so again if the world were bipolar or multipolar); and by showing that observable evidence concerning the major powers’ identity politics and grand strategies under unipolarity are consistent with the theory’s expectations. Puzzles of Power and War Recent research on the connection between the distribution of capabilities and war has concentrated on a hypothesis long central to systemic theories of power transition or hegemonic stability: that major war arises out of a power shift in favor of a rising state dissatisfied with a status quo defended by a declining satisfied state.10 Though they have garnered substantial empirical support, these theories have yet to solve two intertwined empirical and theoretical puzzles—each of which might be explained by positional concerns for status. First, if the material costs and benefits of a given status quo are what matters, why would a state be dissatisfied with the very status quo that had abetted its rise? The rise of China today naturally prompts this question, but it is hardly a novel situation. Most of the best known and most consequential power transitions in history featured rising challengers that were prospering mightily under the status quo. In case after case, historians argue that these revisionist powers sought recognition and standing rather than specific alterations to the existing rules and practices that constituted the order of the day. In each paradigmatic case of hegemonic war, the claims of the rising power are hard to reduce to instrumental adjustment of the status quo. In R. Ned Lebow’s reading, for example, Thucydides’ account tells us that the rise of Athens posed unacceptable threats not to the security or welfare of Sparta but rather to its identity as leader of the Greek world, which was an important cause of the Spartan assembly’s vote for war.11 The issues that inspired Louis XIV’s and Napoleon’s dissatisfaction with the status quo were many and varied, but most accounts accord [End Page 31] independent importance to the drive for a position of unparalleled primacy. In these and other hegemonic struggles among leading states in post-Westphalian Europe, the rising challenger’s dissatisfaction is often difficult to connect to the material costs and benefits of the status quo, and much contemporary evidence revolves around issues of recognition and status.12 Wilhemine Germany is a fateful case in point. As Paul Kennedy has argued, underlying material trends as of 1914 were set to propel Germany’s continued rise indefinitely, so long as Europe remained at peace.13 Yet Germany chafed under the very status quo that abetted this rise and its elite focused resentment on its chief trading partner—the great power that presented the least plausible threat to its security: Great Britain. At fantastic cost, it built a battleship fleet with no plausible strategic purpose other than to stake a claim on global power status.14 Recent historical studies present strong evidence that, far from fearing attacks from Russia and France, German leaders sought to provoke them, knowing that this would lead to a long, expensive, and sanguinary war that Britain was certain to join.15 And of all the motivations swirling round these momentous decisions, no serious historical account fails to register German leaders’ oft-expressed yearning for “a place in the sun.” The second puzzle is bargaining failure. Hegemonic theories tend to model war as a conflict over the status quo without specifying precisely what the status quo is and what flows of benefits it provides to states.16 Scholars generally follow Robert Gilpin in positing that the underlying issue concerns a “desire to redraft the rules by which relations among nations work,” “the nature and governance of the system,” and “the distribution of territory among the states in the system.”17 If these are the [End Page 32] issues at stake, then systemic theories of hegemonic war and power transition confront the puzzle brought to the fore in a seminal article by James Fearon: what prevents states from striking a bargain that avoids the costs of war? 18 Why can’t states renegotiate the international order as underlying capabilities distributions shift their relative bargaining power? Fearon proposed that one answer consistent with strict rational choice assumptions is that such bargains are infeasible when the issue at stake is indivisible and cannot readily be portioned out to each side. Most aspects of a given international order are readily divisible, however, and, as Fearon stressed, “both the intrinsic complexity and richness of most matters over which states negotiate and the availability of linkages and side-payments suggest that intermediate bargains typically will exist.”19 Thus, most scholars have assumed that the indivisibility problem is trivial, focusing on two other rational choice explanations for bargaining failure: uncertainty and the commitment problem.20 In the view of many scholars, it is these problems, rather than indivisibility, that likely explain leaders’ inability to avail themselves of such intermediate bargains. Yet recent research inspired by constructivism shows how issues that are physically divisible can become socially indivisible, depending on how they relate to the identities of decision makers.21 Once issues surrounding the status quo are framed in positional terms as bearing on the disputants’ relative standing, then, to the extent that they value their standing itself, they may be unwilling to pursue intermediate bargaining solutions. Once linked to status, easily divisible issues that theoretically provide opportunities for linkages and side payments of various sorts may themselves be seen as indivisible and thus unavailable as avenues for possible intermediate bargains. The historical record surrounding major wars is

## Heg de-escalates conflict (5)

Wohlforth cont’d

rich with evidence suggesting that positional concerns over status frustrate bargaining: expensive, protracted conflict over what appear to be minor issues; a propensity on the part of decision makers to frame issues in terms of relative rank even when doing so makes bargaining harder; decision-makers’ [End Page 33] inability to accept feasible divisions of the matter in dispute even when failing to do so imposes high costs; demands on the part of states for observable evidence to confirm their estimate of an improved position in the hierarchy; the inability of private bargains to resolve issues; a frequently observed compulsion for the public attainment of concessions from a higher ranked state; and stubborn resistance on the part of states to which such demands are addressed even when acquiescence entails limited material cost. The literature on bargaining failure in the context of power shifts remains inconclusive, and it is premature to take any empirical pattern as necessarily probative. Indeed, Robert Powell has recently proposed that indivisibility is not a rationalistic explanation for war after all: fully rational leaders with perfect information should prefer to settle a dispute over an indivisible issue by resorting to a lottery rather than a war certain to destroy some of the goods in dispute. What might prevent such bargaining solutions is not indivisibility itself, he argues, but rather the parties’ inability to commit to abide by any agreement in the future if they expect their relative capabilities to continue to shift.22 This is the credible commitment problem to which many theorists are now turning their attention. But how it relates to the information problem that until recently dominated the formal literature remains to be seen.23 The larger point is that positional concerns for status may help account for the puzzle of bargaining failure. In the rational choice bargaining literature, war is puzzling because it destroys some of the benefits or flows of benefits in dispute between the bargainers, who would be better off dividing the spoils without war. Yet what happens to these models if what matters for states is less the flows of material benefits themselves than their implications for relative status? The salience of this question depends on the relative importance of positional concern for status among states. Do Great Powers Care about Status? Mainstream theories generally posit that states come to blows over an international status quo only when it has implications for their security or material well-being. The guiding assumption is that a state’s satisfaction [End Page 34] with its place in the existing order is a function of the material costs and benefits implied by that status.24 By that assumption, once a state’s status in an international order ceases to affect its material wellbeing, its relative standing will have no bearing on decisions for war or peace. But the assumption is undermined by cumulative research in disciplines ranging from neuroscience and evolutionary biology to economics, anthropology, sociology, and psychology that human beings are powerfully motivated by the desire for favorable social status comparisons. This research suggests that the preference for status is a basic disposition rather than merely a strategy for attaining other goals.25 People often seek tangibles not so much because of the welfare or security they bring but because of the social status they confer. Under certain conditions, the search for status will cause people to behave in ways that directly contradict their material interest in security and/or prosperity.

## Transition wars

### Decline shreds global cooperation – no smooth transition.

Randall L. Schweller, December 2009, professor of political science at Ohio State University, “Ennui Becomes Us,” http://nationalinterest.org/article/ennui-becomes-us-3330?page=show

AND AS power devolves throughout the international system, new actors will emerge and develop to compete with states as power centers. Along these lines, Richard Haass claims that we have entered an "age of nonpolarity," in which states "are being challenged from above, by regional and global organizations; from below, by militias; and from the side, by a variety of nongovernmental organizations (NGOs) and corporations." Of course, there is nothing especially new about this observation; cosmopolitan liberals have been pronouncing (prematurely, in my view) the demise of the nation-state-the so-called "hollow state" and a crisis of state power-and the rise of nonstate actors for many decades. What is new is that even state-centric realists like Fareed Zakaria are now predicting a post-American world, in which international order is no longer a matter decided solely by the political and military power held by a single hegemon or even a group of leading states. Instead, the coming world will be governed by messy ad hoc arrangements composed of à la carte multilateralism and networked interactions among state and nonstate actors. One wonders what order and concerted action mean in a world that lacks fixed and predictable structures and relationships. Given the haphazard and incomplete manner by which the vacuum of lost state power is being filled, why expect order at all? THE MACROPICTURE that emerges from these global trends is one of historically unprecedented change in a direction consistent with increasing entropy: unprecedented hegemonic decline; an unprecedented transfer of wealth, knowledge and economic power from West to East; unprecedented information flows; and an unprecedented rise in the number and kinds of important actors. Thus, the onset of this extreme multipolarity or multi-multipolarity will not herald, as some observers believe, a return to the past. To the contrary, it will signal that maximum entropy is setting in, that the ultimate state of inert uniformity and unavailable energy is coming, that time does have a direction in international politics and that there is no going back because the initial conditions of the system have been lost forever. If and when we reach such a point in time, much of international politics as we know it will have ended. Its deep structure of anarchy-the lack of a sovereign arbiter to make and enforce agreements among states-will remain. But increasing entropy will result in a world full of fierce international competition and corporate warfare; continued extremism; low levels of trust; the formation of nonstate identities that frustrate purposeful and concerted national actions; and new nongeographic political spaces that bypass the state, favor low-intensity-warfare strategies and undermine traditional alliance groupings. Most important, entropy will reduce and diffuse usable power in the system, dramatically reshaping the landscape of international politics. The United States will see its relative power diminish, while others will see their power rise. To avoid crises and confrontation, these ongoing tectonic changes must be reflected in the superstructure of international authority. Increasing entropy, however, means that the antiquated global architecture will only grow more and more creaky and resistant to overhaul. No one will know where authority resides because it will not reside anywhere; and without authority, there can be no governance of any kind. The already-overcrowded and chaotic landscape will continue to be filled with more meaningless stuff; and the specter of international cooperation, if it was ever anything more than an apparition, will die a slow but sure death.

## A2 Waterways resilient

### U.S. waterways lack resiliency any threat to the system will threaten the U.S. economy – investment is key.

ASCE (American Society of Civil Engineers), January 2009, Report Card For America's Infrastructure , “Inland Waterways,” p. 88, Ebsco Host

The current system of inland waterways lacks resilience. Waterway usage is increas-ing, but facilities are aging and many are well past their design life of 50 years. Recov-ery from any event of significance would be negatively impacted by the age and dete-riorating condition of the system, posing a direct threat to the American economy. Conclusion Inland and intracoastal waterways directly serve 38 states including the states on the Atlantic seaboard, the Gulf Coast, and the Pacific Northwest. Ship-pers and consumers in these states depend on the inland waterways to move approxi-mately 630 million tons of cargo valued at more than $73 billion annually. States on the Gulf Coast and throughout the Mid-west 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, Ken-tucky, Mississippi, Alabama, and Wash-ington State each ship between $2 billion and $10 billion annually. Another 8 states ship at least $1 billion annually. This system provides an average trans-portation 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. econ-omy. Future investment must focus on life-cycle maintenance, system interdepen-dencies, redundancy, security, and recovery from natural and man-made hazards.

## A2 No other nations compare with waterways

### Despite success of other nationwide waterway transportation projects the U.S. remains focused on further study.

Matt Hilburn, May 2007, Associate Editor, Sea Power, Vol. 50 Issue 5, “New Believers,” p. 39, Ebsco Host

Short-sea shipping is not a new phenomenon. Northern Europe and Southeast Asia, in particular, have well-developed systems that have proven reliable, efficient, cost-effective and environmentally friendly Many systems are sup –ported by government. The European Union moves approximately 40 percent of all its freight on the water,"Connaughton testified."The EU Commission has vigorously supported the concept of an integrated marine highway system for over 20 years, and has recently set aside over 100 million euros ($134 million) in a multiyear program to provide incentives to shift freight from the congested landside modes to the water. In Octoher2006, the Commission awarded projects totaling 21.7 million euros ($29million) in an effort to divert truck growth (134,000 truckloads) to the water." Government investment on this scale has not hap-pened in the United States, where the focus seems to tie on further study and raising awareness. In 2005, the Government Accountability Office rec-ommended DoT and MARAD" develop a more thorough understanding of short-sea shipping issues before defin-ing a federal role involving substantial investment." The study, produced at the request of the ranking members of the Senate Commerce and House Transportation and Infrastructure Committees, essen-tially recommended further analysis before the nation makes substantial investment in short-sea shipping. "Our efforts to investigate and promote the idea of short-sea shipping have not required a large expenditure of public monies," Connaughton said. "MARAD has, instead, focused on the development of a public-private partnership to investigate, educate and recommend pro-posals to ease our growing freight capacity issues.

### Inland waterways allow us to compete in terms of military mobility with Europe.

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

Inland waterways present a possible alternative to overland transport that has been underutilized in the past. The EU recognizes and relies upon their existing water highways, committing to a more balanced approach for future transport. The core network links the Netherlands, Belgium, Luxemburg, France, Germany, and Austria via a myriad of easily accessible rivers and canals, carrying cargo such as heavy materials, bulk industrial goods, building products, containers, oversized loads, and waste. Inland waterway transport in the EU has experienced a growth rate of 17% over the past decade. 48 Inland waterways are a strategic asset to the nation, enabling the U.S. to significantly increase economic output in both domestic and international markets, and project military power more rapidly and effectively into the 21 st Century. Over the next 20 years economists estimate that inland navigation will increase by more than 35%. 49

# \*\*\*Terrorism Advantage Ext.\*\*\*

## Terrorism possible now

### Deployment of mines and vessel IED’s can be easily deployed in a deteriorating waterway.

Grace v. Jean, January 2008, staff writer, National Defense Magazine, “Underwater Killers,” p. 29, Ebsco Host

The vessel-bourne IED is more probable than a mining scenario, said Truver, simply because it is easier to drive an explosives laden boat into the side of another ship than Maritime Security it is to go through the preparations to make a mine. But mines are still a viable altema-tive because more sophisticated variants are becoming easier to attain on the open mar-ket, headded. Sea mines are proliferating and becoming stealthier, said Capt, Bruce Nichols, director of the Navy's mine warfare branch. Sweden is producing a mine that looks like rock. Russia is exporting mines that are difficult to sweep and China is manufacturing mines that move in the water column, which complicates the neutralization part of the equation. But regardless of the type of explosive, once it finds its way into the water, it becomes difficult to distinguish in the clut-tered underwater environment. "An IED can be just as stealthy as a high-ly sophisticated fiber glass-sheathed Rock and mine," said Truver. Detecting the mine is only part of the problem. Once the explo-sive has been identified, forces still have to render it safe.

### Waterways are vulnerable to planned attacks now.

Grace v. Jean, January 2008, staff writer, National Defense Magazine, “Underwater Killers,” p. 28-9, Ebsco Host

\*\*\*cites Admiral John Christenson, vice commander of the Naval Mine and Anti-Submarine Warfare Command\*\*\*

The U.S. Navy possesses one of the premier mine-hunting forces in the world, but it is ill-prepared to thwart terrorist attacks on U.S. ports and waterways, offi-cials said. "Underwater improvised explosive devices are a credible threat," said Rear Adm. John Christenson, vice commander of the Naval Mine and Anti-Submarine Warfare Com-mand. "We consider it an unlikely event, but if it did happen, it would have huge conse-quences that would be very expensive and difficult to recover from, "he told an indus-try audience at a recent conference. The Departments of Homeland Security and Defense have begun planning for sce-narios of IEDs and mines in U.S. ports. They have conducted war games and that show the consequences such incidents could have on a nation dependent upon the seas for 90 percent of its commerce. For example, a sin-gle World War Il-style mine in the channels of Houston, Texas, would essentially shut down the entire port, said Rear Adm. Thomas Atkin, commander of the Coast Guard's deployable operations group. From the Coast Guard's perspective, mar-itime improvised explosive devices are the number-one terrorist threat, said Ken McDaniel, deputy division chief of the office of counterterrorism and defense oper-ations' maritime counterterrorism division. "We already know that they've tried to use it with success in various forms, "he told the conference.

### Waterways are vulnerable to a terrorist attack now – reverberations would be widespread and immediate.

Newswise, 9-7-2011, University of Arkansas, Fayetteville, “Research Addresses Security of Inland Waterways,” <http://www.newswise.com/articles/research-addresses-security-of-inland-waterways>

“We’re trying to develop a fundamental understanding of the critical interdependence of multi-modal and intermodal transportation systems as they relate to the nation’s inland waterway system,” said Heather Nachtmann, associate professor of industrial engineering and director of the Mack-Blackwell Rural Transportation Center. “Specifically, we want to enable law-enforcement and emergency-management agencies by providing vital information about commercially important rivers and the various infrastructure connected to these rivers.” The United States has approximately 12,000 navigable miles of commercially used rivers that may be vulnerable to attack, natural disaster or accidental events, Nachtmann said. If such an event were to occur, commercial traffic on these rivers could not be quickly or easily replaced by other modes of transportation, such as rail or trucking, to re-route goods and services. The loss of these waterways and related infrastructure, such as bridges, canal locks and pipelines, would have immediate and adverse social and economic impacts on a region or possibly the entire nation. With $200,000 in initial funding from Homeland Security, Nachtmann and colleagues at the Mack-Blackwell Center are developing a system, called Supporting Secure and Resilient Inland Waterways, that they hope will evolve into a prototype for the decision-support system.

## Waterways investment stops terrorism

### A re-investment in waterways infrastructure is necessary to stop terrorist threats – federal focus key.

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The United States confronts the daunting task of protecting some 95,000 miles of coastlines and thousands of miles of inland/Great Lakes waterways, 361 ports, and a territorial sea/exclusive economic zone that comprises more than 3.4 million square miles of ocean space and at any time is cluttered with thousands of naval warships, commercial vessels and fishing boats, tugs and ferries...not to ignore millions of private pleasure craft. Sorting the legal from the illegal in such a complex maritime domain is a Herculean task that challenges federal, regional, state, and local agencies, commercial entities, and other non-governmental organizations to work hand-in-glove and collaborate with allies and friends to safeguard maritime security at home and abroad. Maritime Domain Awareness––what the 2005 National Strategy for Maritime Security describes as the “effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the United States, and identifying threats as early and as distant from our shores as possible”––will thus be absolutely necessary for success against a broad spectrum of maritime threats, including mines and UWIEDs.

### New architecture is key to solve shortfalls in waterway security gaps.

Scott C. Truver, Winter 2008, is Executive Advisor, National Security Programs, at Gryphon Technologies LC, specializing in national and homeland security, and naval and maritime strategies, doctrines, programs and operations, the interagency task force drafting the U.S. President’s National Strategy for Maritime Security, Ph.D. in Marine Policy Studies from Naval Postgraduate School, and the U.S. Merchant Marine Academy, Naval War College Review, Vol. 61 Issue 1, “MINES AND UNDERWATER IEDS IN U.S. PORTS AND WATERWAYS,” p. 116-7, Ebsco Host

At the federal level, domestic mine/UWIED responsibilities seem to be clear. Under the 2002 Maritime Transportation Security Act, the Coast Guard in the Department of Homeland Security is the lead federal agency (LFA) for maritime homeland security (MHLS). The Federal Bureau of Investigation, in the Department of Justice, is the LFA for terrorism/counter-terrorism; DoJ’s Bureau of Alcohol, Tobacco, Firearms and Explosives also figures prominently in investigations involving explosives. And the Navy, in the Department of Defense, is the LFA for mine countermeasures expertise and operations. Below this strategic context, however, things get a tad murky, and the frameworks for responding to a mine or UWIED threat at the operational and tactical levels need some work. Under the 2005 National Strategy for Maritime Security, the National Response Plan, the National Incident Management System and the National Incident Command System (NIMS/NICS), and the Maritime Operational Threat Response (MOTR) Plan provide the going in architecture for MHLS operations. But regional, state, local, and commercial partners must also be closely integrated and informed. Indeed, a multi-agency multiple-governmental command, control, communications, intelligence, reconnaissance, and surveillance architecture and response system is needed for each U.S. port––or at least the 17 “tier-one” facilities having significant military or economic importance––within the overall MHLS and Maritime Domain Awareness (MDA) framework. (See Figure 1.) Mines and UWIEDs are just one of many threats to U.S. maritime homeland security, but they are particularly treacherous, insidious, and deadly.

## Terrorism bad – ports

### Port terrorism collapses the global economy.

Todd Konkel, 2005, Edmund A. Walsh School of Foreign Service at Georgetown University, “Container Security: Preventing a Nuclear Catastrophe,” <http://www-irps.ucsd.edu/IPS/Container%20Security%20Preventing%20a%20Nuclear%20Catastrophe>

What, then, is the potential impact of an attack on a major U.S. port involving a nuclear weapon or dirty bomb? Without question, the damage would be devastating. Gal Luft and Anne Korin at the Institute for the Analysis of Global Security describe a scenario where terrorists ram a cargo ship loaded with explosives, or possibly a WMD, into a major port or terminal. “Such an attack,” they state, “could bring international trade to a halt, inflicting multi-billion-dollar damage on the world economy.” 4 Robert Bonner, currently the Commissioner of Customs and Border Protection, painted a similarly bleak picture in August 2002: “There is virtually no security for what is the primary system to transport global trade. The consequences of a terrorist incident using a container would be profound . . . If terrorists used a sea container to conceal a weapon of mass destruction and detonated it on arrival at a port, the impact on global trade and the global economy could be immediate and devastating – all nations would be affected. No container ships would be permitted to unload at U.S. ports after such an event.”

## Terrorism bad – CBWs

### New tech eliminates tech barriers for CBWs.

Dana A. Shea, 12-1-2004, Analyst in Science and Technology Policy Resources, Science, and Industry Division for Congressional Research Service, “Terrorism: Background on Chemical, Biological, and Toxin Weapons and Options for Lessening Their Impact,” <http://www.fas.org/irp/crs/RL31669.pdf>

Previously, it was thought that the difficulties of developing, weaponizing, and disseminating chemical, biological, and toxin weapons provided high barriers to their use by non-state actors.8 Advances in molecular biology, chemistry, and engineering have increased the ease by which biological and chemical compounds can be manufactured. Purchasable civilian technologies may be applicable to manufacture of chemical, biological, and toxin weapons.9 The Defense Threat Reduction Agency was able to assemble the requisite equipment from civilian sources. Under Project BACUS, a biological agent production facility was successfully built in Nevada from dual-use technology without drawing regulatory attention.10 Some experts maintain that the technological barriers to chemical, biological, and toxin use have significantly decreased.

### CBW use causes extinction.

John D. Steinbruner, 12-22-1997, Senior Fellow, Brookings Institution, and Vice Chair, Committee on International Security and Arms Control, National Academy of Sciences, “Biological Weapons: A Plague Upon All Houses,” Foreign Policy, Lexis Nexis

Although human pathogens are often lumped with nuclear explosives and lethal chemicals as potential weapons of mass destruction, there is an obvious, fundamentally important difference: Pathogens are alive, weapons are not. Nuclear and chemical weapons do not reproduce themselves and do not independently engage in adaptive behavior; pathogens do both of these things. That deceptively simple observation has immense implications. The use of a manufactured weapon is a singular event. Most of the damage occurs immediately. The aftereffects, whatever they may be, decay rapidly over time and distance in a reasonably predictable manner. Even before a nuclear warhead is detonated, for instance, it is possible to estimate the extent of the subsequent damage and the likely level of radioactive fallout. Such predictability is an essential component for tactical military planning. The use of a pathogen, by contrast, is an extended process whose scope and timing cannot be precisely controlled. For most potential biological agents, the predominant drawback is that they would not act swiftly or decisively enough to be an effective weapon. But for a few pathogens - ones most likely to have a decisive effect and therefore the ones most likely to be contemplated for deliberately hostile use - the risk runs in the other direction. A lethal pathogen that could efficiently spread from one victim to another would be capable of initiating an intensifying cascade of disease that might ultimately threaten the entire world population. The 1918 influenza epidemic demonstrated the potential for a global contagion of this sort but not necessarily its outer limit.

## Yes Retaliation (1)

### Terrorism sparks U.S. retaliation globally.

Nicole Schwartz-Morgan, 10-10-2001, Assistant Professor of Politics and Economics at Royal Military College of Canada, “Wild Globalization and Terrorism,” <http://www.wfs.org/mmmorgan.htm>

The terrorist act can reactivate atavistic defense mechanisms which drive us to gather around clan chieftans. Nationalistic sentiment re-awakens, setting up an implacable frontier which divides "us" from "them," each group solidifying its cohesion in a rising hate/fear of the other group. (Remember Yugoslavia?) To be sure, the allies are trying for the moment to avoid the language of polarization, insisting that "this is not a war," that it is "not against Islam," "civilians will not be targeted." But the word "war" was pronounced, a word heavy with significance which forces the issue of partisanship. And it must be understood that the sentiment of partisanship, of belonging to the group, is one of the strongest of human emotions. Because the enemy has been named in the media (Islam), the situation has become emotionally volatile. Another spectacular attack, coming on top of an economic recession could easily radicalize the latent attitudes of the United States, and also of Europe, where racial prejudices are especially close to the surface and ask no more than a pretext to burst out. This is the Sarajevo syndrome: an isolated act of madness becomes the pretext for a war that is just as mad, made of ancestral rancor, measureless ambitions, and armies in search of a war. We should not be fooled by our expressions of good will and charity toward the innocent victims of this or other distant wars. It is our own comfortable circumstances which permit us these benevolent sentiments. If conditions change so that poverty and famine put the fear of starvation in our guts, the human beast will reappear. And if epidemic becomes a clear and present danger, fear will unleash hatred in the land of the free, flinging missiles indiscriminately toward any supposed havens of the unseen enemy. And on the other side, no matter how profoundly complex and differentiated Islamic nations and tribes may be, they will be forced to behave as one clan by those who see advantage in radicalizing the conflict, whether they be themselves merchants or terrorists.

### Even an unsuccessful attack triggers this.

Mohamed Sid-Ahmed, August/September 2004, political analyst, Al-Ahram Weekly On-Line, <http://weekly.ahram.org.eg/2004/705/op5.htm>

We have reached a point in human history where the phenomenon of terrorism has to be completely uprooted, not through persecution and oppression, but by removing the reasons that make particular sections of the world population resort to terrorism. This means that fundamental changes must be brought to the world system itself. The phenomenon of terrorism is even more dangerous than is generally believed. We are in for surprises no less serious than 9/11 and with far more devastating consequences. A nuclear attack by terrorists will be much more critical than Hiroshima and Nagazaki, even if -- and this is far from certain -- the weapons used are less harmful than those used then, Japan, at the time, with no knowledge of nuclear technology, had no choice but to capitulate. Today, the technology is a secret for nobody. So far, except for the two bombs dropped on Japan, nuclear weapons have been used only to threaten. Now we are at a stage where they can be detonated. This completely changes the rules of the game. We have reached a point where anticipatory measures can determine the course of events. Allegations of a terrorist connection can be used to justify anticipatory measures, including the invasion of a sovereign state like Iraq. As it turned out, these allegations, as well as the allegation that Saddam was harbouring WMD, proved to be unfounded. What would be the consequences of a nuclear attack by terrorists? Even if it fails, it would further exacerbate the negative features of the new and frightening world in which we are now living. Societies would close in on themselves, police measures would be stepped up at the expense of human rights, tensions between civilisations and religions would rise and ethnic conflicts would proliferate. It would also speed up the arms race and develop the awareness that a different type of world order is imperative if humankind is to survive. But the still more critical scenario is if the attack succeeds. This could lead to a third world war, from which no one will emerge victorious. Unlike a conventional war which ends when one side triumphs over another, this war will be without winners and losers. When nuclear pollution infects the whole planet, we will all be losers.

## Yes Retaliation (2)

### Retaliation results in Iran strikes and extinction.

Jerome Corsi, 2005, Expert in Antiwar Movements and Political Violence, Atomic Iran, p. 176-8

The United States retaliates: 'End of the world' scenarios The combination of horror and outrage that will surge upon the nation will demand that the president retaliate for the incomprehensible damage done by the attack. The problem will be that the president will not immediately know how to respond or against whom. The perpetrators will have been incinerated by the explosion that destroyed New York City. Unlike 9-11, there will have been no interval during the attack when those hijacked could make phone calls to loved ones telling them before they died that the hijackers were radical Islamic extremists. There will be no such phone calls when the attack will not have been anticipated until the instant the terrorists detonate their improvised nuclear device inside the truck parked on a curb at the Empire State Building. Nor will there be any possibility of finding any clues, which either were vaporized instantly or are now lying physically inaccessible under tons of radioactive rubble. Still, the president, members of Congress, the military, and the public at large will suspect another attack by our known enemy–Islamic terrorists. The first impulse will be to launch a nuclear strike on Mecca, to destroy the whole religion of Islam. Medina could possibly be added to the target list just to make the point with crystal clarity. Yet what would we gain? The moment Mecca and Medina were wiped off the map, the Islamic world – more than 1 billion human beings in countless different nations – would feel attacked. Nothing would emerge intact after a war between the United States and Islam. The apocalypse would be upon us. Then, too, we would face an immediate threat from our long-term enemy, the former Soviet Union. Many in the Kremlin would see this as an opportunity to grasp the victory that had been snatched from them by Ronald Reagan when the Berlin Wall came down. A missile strike by the Russians on a score of American cities could possibly be pre-emptive. Would the U.S. strategic defense system be so in shock that immediate retaliation would not be possible? Hardliners in Moscow might argue that there was never a better opportunity to destroy America. In China, our newer Communist enemies might not care if we could retaliate. With a population already over 1.3 billion people and with their population not concentrated in a few major cities, the Chinese might calculate to initiate a nuclear blow on the United States. What if the United States retaliated with a nuclear counterattack upon China? The Chinese might be able to absorb the blow and recover. The North Koreans might calculate even more recklessly. Why not launch upon America the few missiles they have that could reach our soil? More confusion and chaos might only advance their position. If Russia, China, and the United States could be drawn into attacking one another, North Korea might emerge stronger just because it was overlooked while the great nations focus on attacking one another. So, too, our supposed allies in Europe might relish the immediate reduction in power suddenly inflicted upon America.

## A2 No means to get nuclear material

### Have means to acquire nuclear weapons.

Matthew Bunn, November 2008, Associate Professor of Public Policy at the Belfer Center for Science and International Affairs at the John F. Kennedy School of Government, “Securing the Bomb,” Ebsco Host

Terrorists are still seeking nuclear weapons— and al-Qaeda is reconstituting its ability to plan and conduct complex operations in the mountains of Pakistan. If a technically sophisticated terrorist group could get the needed nuclear materials, it might well be able to make at least a crude nuclear bomb—capable of turning the heart of a modern city into smoldering ruins. The horror of a terrorist nuclear attack, should it ever occur, would transform America and the world—and not for the better. But despite substantial progress in improving nuclear security, some stockpiles of potential bomb material remain dangerously insecure. In Russia, there have been major improvements in nuclear security—the difference between the security in place at many nuclear sites today and the security in place in 1994 is like night and day. But Russia has the world’s largest stockpiles of nuclear weapons and materials, located in the world’s largest number of buildings and bunkers; some serious security weaknesses still remain, ranging from poorly trained, sometimes suicidal guards to serious under-funding of nuclear security; and the upgraded security systems must face huge threats, from insider theft conspiracies to terrorist groups who have shown an ability to strike in force, without warning or mercy. In Pakistan, a relatively small nuclear stockpile, believed to be heavily guarded, faces even more severe threats, both from nuclear insiders with violent Islamic extremist sympathies and from outsider attack, potentially by scores or hundreds of al-Qaeda fighters. Some 130 nuclear research reactors around the world still use highly enriched uranium (HEU) as their fuel, and many of these have only the most modest security measures in place—in some cases, no more than a night watchman and a chain-link fence. The break-in by armed attackers at the Pelindaba site in South Africa in November 2007—a site with hundreds of kilograms of weapon-grade uranium—is a reminder that nuclear security is a global problem, not just a problem in the former Soviet Union. And incidents such as the inadvertent flight of six nuclear warheads to Barksdale Air Force Base make it clear that nuclear security requires constant vigilance, and that every country where these stockpiles exist, including the United States, has more to do to ensure that they are effectively secured.

## A2 Motive

### Previous attempts prove terrorists have motive.

William C. Potter, November/December 2007, Director – Center for Nonproliferation Studies and Professor of Nonproliferation Studies – Monterey Institute of International Studies, “Symposium: Apocalypse When?,” The National Interest, Lexis Nexis

Mueller's attempt to dismiss the threat posed by nuclear terrorists as alarmist fantasy also falters due to a number of mistaken assumptions. Unfortunately, contrary to Mueller's assertion, there is substance and not only rumor about terrorist efforts to acquire fissile material and nuclear weapons. Although the number of relevant terrorist groups involved is small, it is neither zero nor one. In addition to a larger body of evidence involving Al-Qaeda that Mueller acknowledges, there is solid documentation about the sustained efforts in the early 1990s by the Japanese religious cult Aum Shinrikyo to obtain nuclear weapons and their components. Among the obstacles that proved most difficult for both Aum and Al-Qaeda to overcome was access to the fissile material needed to build an improvised nuclear device-that is, a crude but real nuclear explosive. The two organizations were also inhibited by their dearth of in-house technical expertise, unfamiliarity with the nuclear black market and lack of access to potential nuclear suppliers. However, what is fantasy is not the difficulty of building such a device but Mueller's confidence that the luck we have enjoyed to date will hold indefinitely.

### Many groups will use nuclear weapons.

Graham Allison, Fall 2002, Director – Belfer Center for Science and International Affairs, Professor of Government, and Faculty Chair of the Dubai Initiative – Harvard University’s Kennedy School of Government, “The New Containment: An Alliance Against Nuclear Terrorism”, The National Interest, Lexis Nexis

There is no doubt that Osama bin Laden and his associates have serious nuclear ambitions. For almost a decade they have been actively seeking nuclear weapons, and, as President Bush has noted, they would use such weapons against the United States or its allies "in a heartbeat." In 2000, the CIA intercepted a message in which a member of Al-Qaeda boasted of plans for a "Hiroshima" against America. According to the Justice Department indictment for the 1998 bombings of the American embassies in Kenya and Tanzania, "At various times from at least as early as 1993, Osama bin Laden and others, known and unknown, made efforts to obtain the components of nuclear weapons." Additional evidence from a former Al-Qaeda member describes attempts to buy uranium of South African origin, repeated travels to three Central Asian states to try to buy a complete warhead or weapons-usable material, and discussions with Chechen criminal groups in which money and drugs were offered for nuclear weapons. Bin Laden himself has declared that acquiring nuclear weapons is a religious duty. "If I have indeed acquired [nuclear] weapons", he once said, "then I thank God for enabling me to do so." When forging an alliance of terrorist organizations in 1998, he issued a statement entitled "The Nuclear Bomb of Islam." Characterized by Bernard Lewis as "a magnificent piece of eloquent, at times even poetic Arabic prose", it states: "It is the duty of Muslims to prepare as much force as possible to terrorize the enemies of God." If anything, the ongoing American-led war on global terrorism is heightening our adversary's incentive to obtain and use a nuclear weapon. Al-Qaeda has discovered that it can no longer attack the United States with impunity. Faced with an assertive, determined opponent now doing everything it can to destroy this terrorist network, Al-Qaeda has every incentive to take its best shot. Russia also faces adversaries whose objectives could be advanced by using nuclear weapons. Chechen terrorist groups, for example, have demonstrated little if any restraint on their willingness to kill civilians and may be tempted to strike a definitive blow to assert independence from Russia. They have already issued, in effect, a radioactive warning by planting a package containing cesium-137 at Izmailovsky Park in Moscow and then tipping off a Russian reporter. Particularly as the remaining Chechen terrorists have been marginalized over the course of the second Chechen war, they could well imagine that by destroying one Russian city and credibly threatening Moscow, they could persuade Russia to halt its campaign against them. All of Russia's national security documents-its National Security Concept, its military doctrine and the recently-updated Foreign Policy Concept-have clearly identified international terrorism as the greatest threat to Russia's national security. As President Putin noted in reviewing Russian security priorities with senior members of the Foreign Ministry in January 2001, "I would like to stress the danger of international terrorism and fundamentalism of any, absolutely any stripe." The illegal drug trade and the diffusion of religious extremism throughout Central Asia, relating directly to the rise of the Taliban in Afghanistan, threaten Russia's borders and weaken the Commonwealth of Independent States. The civil war in Tajikistan, tensions in Georgia's Pankisi Gorge, and the conflicts in South Ossetia, Abkhazia and Nagorno-Karabakh-all close to the borders of the Russian Federation-provide feeding grounds for the extremism that fuels terrorism. Additionally, Russia's geographical proximity to South Asia and the Middle East increases concerns over terrorist fallout from those regions. President Putin has consistently identified the dark hue that weapons of mass destruction (WMD) give to the threat of terrorism. In a December 2001 interview, in which he named international terrorism the "plague of the 21st century", Putin stated: "We all know exactly how New York and Washington were hit. . . . Was it ICBMs? What threat are we talking about? We are talking about the use of mass destruction weapons terrorists may obtain." Separatist militants (in Kashmir, the Balkans and elsewhere) and messianic terrorists (like Aum Shinrikyo, which attacked the Tokyo subway with chemical weapons in 1995) could have similar motives to commit nuclear terrorism. As Palestinians look to uncertain prospects for independent statehood-and never mind whose leadership actually increased that uncertainty in recent years-Israel becomes an ever more attractive target for a nuclear terrorist attack. Since a nuclear detonation in any part of the world would be extremely destabilizing, it threatens American and Russian interests even if few or no Russians or Americans are killed. Policymakers would therefore be foolish to ignore any group with a motive to use a nuclear weapon against any target.

## A2 Security focus hurts

### Commercial focus of the plan is necessary to preserve U.S. waterways economic benefit.

Breanne Wagner, November 2007, staff writer, National Defense, “License to Boat?,” Vol. 92 Issue 648, p. 23, Ebsco Host

"We are concerned that, as security has come to dominate the [Coast Guards] agen-da since September 11, 2001, an imb.-ilance has developed in which the objective of facil-itating commerce.. .has been progressively devalued," said Thomas Allegretti, AWO president, in a statement to the House sub-committee on Coast Guard and maritime transportation. He believes this has created tension between the public and private sides. "Instead of building on the solid foundation of industry/Coast Guard partnership, the recent emphasis on security has promoted a sometimes adversarial relationship,"Alle-grettis aid. In an attempt to quell concerns from the private side, DHS officials have expressed their intent to ensure that future regulations don’t compromise boaters' way of life or dis-rupt the How of commerce. "We want to make sure we implement our security measures and protocols in the area of small vessels in a way that doesn’t funda-mentally impair the commercial livelihood and the sheer pleasure of taking small boats out on the waterways and these as that sur-round this country." Chertoff said at the DHS summit.

## A2 No waterways terrorist tech

### Kerry UWIED scare proves tech is easy to manufacture.

Scott C. Truver, Winter 2008, is Executive Advisor, National Security Programs, at Gryphon Technologies LC, specializing in national and homeland security, and naval and maritime strategies, doctrines, programs and operations, the interagency task force drafting the U.S. President’s National Strategy for Maritime Security, Ph.D. in Marine Policy Studies from Naval Postgraduate School, and the U.S. Merchant Marine Academy, Naval War College Review, Vol. 61 Issue 1, “MINES AND UNDERWATER IEDS IN U.S. PORTS AND WATERWAYS,” p. 111-2, Ebsco Host

Finally, although there might well be more incidents that remain unreported, on 21 April 2004 a tugboat operator in Lake Ponchartrain, Louisiana, spotted a suspicious floating bag and called the U.S. Coast Guard. The Coast Guard contacted the Jefferson Parish bomb squad, which fished the bag out of the water. It proved to be an UWIED with a couple of pounds of explosive in plastic pipes and a timer wrapped in trash bags to keep it afloat. One possible target was presidential hopeful Senator John Kerry, who had been scheduled for a campaign trip on the lake. The bomb squad used a water cannon to neutralize the device. In addition to showing how easily an UWIED can be built, this last incident also highlights the challenge of who’s in charge to respond to a mine crisis in U.S. ports and waterways: The Coast Guard or the Navy? Local police bomb squads? Fire departments? Natural resources police? Is it a homeland security or a homeland defense “problem,” and who makes the call one way or the other?

### Terrorism on waterways is likely – will use a variety of different means nuclear being included.

James J. Carafano, 6-11-2007, 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, “Small Boats, Big Worries: Thwarting Terrorist Attacks from the Sea,” <http://www.heritage.org/research/reports/2007/06/small-boats-big-worries-thwarting-terrorist-attacks-from-the-sea>

Globally, terrorists have shown an increasing inter­est in using small boats to attack military and com­mercial shipping and maritime facilities. The tactics and techniques of using commercial or non-commer­cial vessels (under 500 tons) or swimmers to emplace or deliver improvised explosive devices have proven effective and exportable. Contemporary operational practices by transnational terrorist groups include refining proven attack methods, sharing lessons learned, and encouraging others to adopt effective tac­tics. Thus, the possibility of such attacks in U.S. waters should not be ignored. The small-boat threat needs to be addressed, but rather than focusing on this particular terrorist tactic, Congress and the Administration should invest in assets that improve the overall security of the maritime domain. The maritime sector is a large and diverse field with unique and daunting threats. Efforts should be expanded to improve U.S. situational awareness and law enforcement response rather than fixating on specific attack scenarios involving small boats or other terrorist threats. The Small-Boat Threat The definition of "small-boat threat" encompasses a variety of possible weapon-delivery vehicles, tactics, and payloads. Vessels include everything from large craft such as small freighters, large privately owned yachts, fishing trawlers, and commercial tugs to din­ghies, jet-skies, and submarines, including mini-sub­marines like those used by the Japanese in the attack on Pearl Harbor. An attack could involve suicide bombers, as in the case of the attack on the USS Cole, or vessels on autopilot or remotely controlled. Improvised explosive devices could be delivered or emplaced by boats or swimmers (assisted or unassisted by breathing devices). This could involve placing a "parasite" on the hull of a craft or deploying teth­ered (anchored to the sea bottom) or untethered (floating) mines in a sea lane, waterway, or port traffic area. Besides conventional explosives, the bombers could detonate nuclear, biological, chemical, or radiological devices. Attacks could occur while the targeted ship is docked at shore, approaching a port, sailing in international waters, or in U.S. or Canadian coastal waterways. In addition to ships, attacks could target port facilities; commercial infra­structure (e.g., an entertainment pier, bridge piling, or pipeline); or public events.

# \*\*\*Economy Advantage Ext.\*\*\*

## Agriculture link ext.

### Lock or dam failure would be enormously expensive for ag producers

Mica, ’12 [John L., “Members of the Subcommittee on Water Resources and Environment,” April 13, 2012, http://Republicans.transportation.house.gov/Media/file/112th/Water/Water%20Briefing%20Memo%20%204-18-12.pdf]

Had these failures occurred on a system like the Upper Mississipi River, where there are very few auxiliary locks, the impacts would have been compounded. According to recent studies, a failure at certain locks on the Upper Mississippi-Illinois Watrway could cost agricultural producers up to $45 million and barge companies up to $162.9 million depending on the lock and the length of the outage. A two-week failure at Lock and Dam 20 on the Upper Mississippi would be estimated to cost $5.1 million to barge company revenues, while a one-year failure would cost $150.1 million to barge company revenues. The grain industry would lose $2.8 million and $44 million respectively.

### US inland waterways are key to international competitiveness by agriculture exportation.

Ken Casavant, Professor of Agricultural Economics, Washington State University, Pullman, WA.1, , “Inland Waterborne Transportation – An Industry Under Siege”, November 2000, Agricultural Transportation Challenges of the 21st Century

America's agricultural producers have always been dependent upon transportation. It is transportation that links the fields of the producer to the tables of the domestic and foreign consumers. Waterborne transportation is one component of the entire transportation system that provides service to a broad group of commodities/products. Farm commodities and farm inputs are extensive users of waterborne transportation. In a reciprocal way, the waterborne transportation industry depends upon agricultural and other resource movements for their economic livelihood. Grains are particularly dependent upon waterway services, as they access international markets, markets that take over 50 percent of the U.S. wheat production and an average of 22 percent of the coarse grain output. Producers of corn, soybeans, and white and soft wheats are particularly dependent upon foreign consumers and barge transportation. Because much of U.S. agricultural production is at interior locations far from domestic markets and ports that link our economy to the world, transportation is critical to the competitiveness of the U.S. economy. By investing in an extensive inland waterway system, the United States has been able to improve its competitiveness in international markets. These investments have facilitated lower input costs for U.S. agriculture, provided greater access to international agricultural markets, and strengthened agricultural commodity prices

## Commodity transport link ext.

### Locks and dams are key to the commodity transport.

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

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

Pittsburgh's three rivers, an economic engine since Lewis and Clark departed the city for their epic exploration of the West, are flirting with disaster. The region's 23 locks and dams, which annually move 33 million tons of coal, petroleum and other commodities that fuel the local economy, are on the brink of failure, according to the U.S. Army Corps of Engineers, the federal agency charged with maintaining them. The failure could come at Elizabeth, the locks and dam on the Monongahela River completed in 1907. The Corps says there "are significant structural, mechanical and hydraulic problems" with the locks, including the collapsing roof of the tunnel that carries water used to fill and empty the lock chambers. "We've had chunks of concrete coming down for many years," said Jim Fisher, acting chief of operations for the Corps' Pittsburgh district. Or it could come 18 miles farther up the Monongahela at Charleroi, where the walls of a Depression-era lock sway back and forth each time the lock is filled and emptied. Water inside the chamber is helping to hold the walls up. If the dam at Elizabeth collapsed and water levels dropped, the Charleroi lock could tumble into the river, closing the Monongahela. Corps and industry officials said a prolonged outage would make electricity more expensive, put more heavy trucks on local roads and highways, and even could affect water supplies for consumers and industry.

### Waterways key to construction, fuel oil, and fertilizer transportation.

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

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

While coal accounts for the majority of traffic on Pittsburgh's rivers, barges also move gravel, sand and limestone used in construction, fuel oil, fertilizer and other goods.

## Competitiveness link ext.

### Waterway infrastructure is key to U.S. competitiveness

Scott, ’12 [Doug, “ASCE Tells Congress More Must Be Invested in Inland Waterways,” ASCE News, May 2012, http://www.asce.org/ascenews/shorttakes.aspx?id=25769808619]

Testifying on April 18 before the U.S. House Transportation and Infrastructure Committee’s Subcommittee on Water Resources and Environment, James A. Rossberg, P.E., M.ASCE, the Society’s managing director of engineering programs, said that efforts by the administration and Congress to address the growing investment deficit in waterways infrastructure have largely been ineffectual because of political considerations that give precedence to deficit reduction and tax cuts over the badly needed restoration of critical infrastructure. “We can sum up the present situation concisely,” Rossberg said before the subcommittee chair, Bob Gibbs (R-Ohio), and the ranking minority member, Tim Bishop (D–New York). “These policy failures at the White House and in Congress threaten the nation’s economic competitiveness in a global economy. “ASCE’s 2009 Report Card for America’s Infrastructure gave the nation’s inland waterways a grade of D–, an indication that the system is near failure. Neither [the] president nor Congress has done anything in the years since to improve upon that extremely dismal assessment by adopting a long-term, systematic approach to improve the performance and condition of our national waterways.”

## Economic growth link ext.

### A rise in waterway transportation and revenue from fuel surcharges will restore economic growth.

IBISWorld research report, “US Inland Waterway Transportation Outlook”, Thursday, June 14, 2012, http://www.marinelink.com/news/transportation-waterway345487.aspx

With consumers increasing their spending as the economy recovers, and manufacturers likewise boosting their production, demand for inland water transportation will get a boost. Additionally, rising fuel costs will lead to operators earning more money from fuel surcharges. However, the industry will experience some turbulence from rail transport providers, which are often seen as cheaper, faster and more environmentally friendly. For these reasons, industry research firm IBISWorld has added a report on the Inland Water Transportation industry to its growing industry report collection. The Inland Water Transportation industry dipped as the economy sank into recession. Over the past couple of years, consumers have decreased spending, and manufacturing industries have decreased production. Consequently, fewer goods have been transported along domestic inland waterways, decreasing revenue. In 2008, the industry dodged a bullet when rising fuel prices caused industry operators to impose fuel surcharges, which increased revenue. “However, rising revenue from fuel surcharges has not hit the industry's bottom line because fuel purchase costs for operators have increased as a result of the rising prices,” said IBISWorld industry analyst Lauren Setar. This industry operates in rivers, ports and other bodies of water in the United States. While operators provide passenger ferry services, transporting freight commodities generates the majority of revenue. In 2006 and 2007, demand for coal, petrochemicals and grain was particularly strong, and worldwide demand for commodities, especially from China, further fueled revenue growth.

## Infrastructure key generic

### Infrastructure key to sustain economic recovery.

Davidson, 5/20 [Paul, “USA's creaking infrastructure holds back economy,” USA Today, May 20, 2012, http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1]

As the economy picks up, the nation's creaking infrastructure will increasingly struggle to handle the load. That will make products more expensive as businesses pay more for shipping or maneuver around roadblocks, and it will cause the nation to lose exports to other countries — both of which are expected to hamper the recovery.

### Transportation delays increase over all costs

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

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

With preventive maintenance crimped, barge operators face more frequent and longer delays as locks break down. On the Ohio River, the number of hours lost annually because of outages has tripled since 2000 to 80,000 hours, members of the House Committee on Transportation and Infrastructure were told last fall. "I have never seen the disruptions to traffic we have now," said Martin T. Hettel, the American Electric Power manager responsible for moving coal on AEP barges to the Columbus, Ohio, utility's power plants. The delays occur even though the Corps spends millions each year to keep outdated facilities functioning. "That's just throwing money down a rat hole," said William Harder, a former navigation manager in the Corps' Great Lakes and Ohio River division who retired last year.

## Jobs link ext.

### Jobs key to sustained growth and recovery

HINDERY & GERARD 5 – 15 – 12 co-chairs of The Task Force on Jobs Creation. Hindery is also founder of Jobs First 2012 and a member of the Council on Foreign Relations. Gerard is international president of the United Steelworkers and a member of the executive council of the AFL-CIO

[Leo Hindery, Jr. and Leo W. Gerard, http://www.huffingtonpost.com/leo-hindery-jr/job-creation\_b\_1517730.html]

The big immediate opportunity, however, is the pending highway bill and the projected 2.9 million jobs it would almost immediately create before the summer and fall construction seasons bleed away. This bill is, in fact, such an obvious massive, immediate job creator that if the Republicans in Congress continue to stall it from passing out of conference, there can be no better example of just how extremist in their governance they have become Unless the real unemployment jobs crisis -- with 26.7 million women and men still unemployed in real terms and a real unemployment rate of 16.6% -- is frontally challenged by pursuing all of the low-hanging job-creating initiatives -- of which four has now become seven -- it's not possible to anticipate a sustained economic recovery that fully revitalizes the middle class. But when they are picked and enacted, then the engines of economic growth will start to turn over and really roar.

## Trade impacts

### Trade relationships solve war.

Boudreux 6 — Donald J. Boudreux, Chairman of the economics department at George Mason University, 11/20/06, “Want world peace? Support free trade,” http://www.csmonitor.com/2006/1120/p09s02-coop.html

During the past 30 years, Solomon Polachek, an economist at the State University of New York at Binghamton, has researched the relationship between trade and peace. In his most recent paper on the topic, he and co-author Carlos Seiglie of Rutgers University review the massive amount of research on trade, war, and peace. They find that "the overwhelming evidence indicates that trade reduces conflict." Likewise for foreign investment. The greater the amounts that foreigners invest in the United States, or the more that Americans invest abroad, the lower is the likelihood of war between America and those countries with which it has investment relationships. Professors Polachek and Seiglie conclude that, "The policy implication of our finding is that further international cooperation in reducing barriers to both trade and capital flows can promote a more peaceful world." Columbia University political scientist Erik Gartzke reaches a similar but more general conclusion: Peace is fostered by economic freedom. Economic freedom certainly includes, but is broader than, the freedom of ordinary people to trade internationally. It includes also low and transparent rates of taxation, the easy ability of entrepreneurs to start new businesses, the lightness of regulations on labor, product, and credit markets, ready access to sound money, and other factors that encourage the allocation of resources by markets rather than by government officials. Professor Gartzke ranks countries on an economic-freedom index from 1 to 10, with 1 being very unfree and 10 being very free. He then examines military conflicts from 1816 through 2000. His findings are powerful: Countries that rank lowest on an economic-freedom index - with scores of 2 or less - are 14 times more likely to be involved in military conflicts than are countries whose people enjoy significant economic freedom (that is, countries with scores of 8 or higher). Also important, the findings of Polachek and Gartzke improve our understanding of the long-recognized reluctance of democratic nations to wage war against one another. These scholars argue that the so-called democratic peace is really the capitalist peace. Democratic institutions are heavily concentrated in countries that also have strong protections for private property rights, openness to foreign commerce, and other features broadly consistent with capitalism. That's why the observation that any two democracies are quite unlikely to go to war against each other might reflect the consequences of capitalism more than democracy. And that's just what the data show. Polachek and Seiglie find that openness to trade is much more effective at encouraging peace than is democracy per se. Similarly, Gartzke discovered that, "When measures of both economic freedom and democracy are included in a statistical study, economic freedom is about 50 times more effective than democracy in diminishing violent conflict." These findings make sense. By promoting prosperity, economic freedom gives ordinary people a large stake in peace. This prosperity is threatened during wartime. War almost always gives government more control over resources and imposes the burdens of higher taxes, higher inflation, and other disruptions of the everyday commercial relationships that support prosperity. When commerce reaches across political borders, the peace-promoting effects of economic freedom intensify. Why? It's bad for the bottom line to shoot your customers or your suppliers, so the more you trade with foreigners the less likely you are to seek, or even to tolerate, harm to these foreigners.

# \*\*\*Environment Advantage Ext.\*\*\*

## Warming ext.

### Inland waterways are key to mitigate climate change- global and local climates.

C. Max Finlayson, Rebecca D’Cruz,”Inland Water Systems”, 2004 Ecosystems and Human Well-being: Current State and Trends, http://www.maweb.org/documents/document.289.aspx.pdf

Inland water systems play two critical but contrasting roles in mitigating the effects of climate change: the regulation of greenhouse gases (especially carbon dioxide) and the physical buffering of climate change impacts. Inland water systems have been identified as significant storehouses (sinks) of carbon as well as sources of carbon dioxide (such as boreal peatlands), as net sequesters of organic carbon in sediments, and as transporters of carbon to the sea. Although covering an estimated 3–4% of the world’s land area, peatlands are estimated to hold 540 gigatons of carbon, representing about 1.5% of the total estimated global carbon storage and about 25–30% of that contained in terrestrial vegetation and soils. Many wetlands also sequester carbon from the atmosphere through photosynthesis and act as traps for carbon-rich sediments from watershed sources. It is likely that one of the most important roles of wetlands may be in the regulation of global climate change through sequestering and releasing a major proportion of fixed carbon in the biosphere. Inland waters also contribute to the regulation of local climates. Possibly the most widely publicized example is that of the Aral Sea, where a combination of desiccation and pollution have altered the local climate, with dire effects on human health. Similarly, the burning and degradation of peatland in Southeast Asia have degraded the atmosphere and affected the health of a large but possibly indeterminate number of people if the long-term effects on livelihoods as a consequence of the land degradation are considered. Getting accurate measurements of such effects and the number of people actually affected by changes in local climates is likely to prove difficult in some instances due to an absence of data and the dispersed nature of some effects or the population affected.

# \*\*2AC Add-Ons\*\*

## 2AC Coal add-on

### Cross-apply the 1AC Pittsburgh Post-Gazette in 2012 evidence – waterways are key to the transport of coal.

### Strong coal production is critical to sustain global economic and political stability.

Burke 04 (Dr. Francis P. Burke, Vice President, Research & Development of CONSOL Energy, Inc, FDCH Congressional Testimony, 4-27-2004, “Sustainable Electricity Generation,” Lexis)

The United States is not unique in its dependence on coal, and it is vital to our national interest to promote the increased use of coal not only domestically, but worldwide as a key component of our energy and economic security. The most compelling evidence of this is China. This year, the Chinese will mine and consume 1.5 billion tons of coal. In 15 years, they will consume 2.5 billion tons; China's increase alone will equal our current consumption. They expect to double their coal-fueled electricity generating capacity to 600 GW by 2020. By 2040, the Chinese expect to use 4 billion tons of coal annually. Throughout the world, economic growth and political stability are tied to electrification, and electricity is tied to coal. Therefore, the desire and, in fact, the necessity of the world to utilize its abundant coal resources will not be denied. Energy availability and energy quality are key to meeting all three aspects of sustainable development: economic, societal and environmental. The question is not whether we need or will use coal for human development, but how we will use it.

## 2AC Food prices add-on

### Soybean spikes are coming and will destabilize China and the Middle East.

American Interest 4/29

April 29, 2012, Uh Oh: World Food Prices Spike As Soy Harvest Collapses, http://blogs.the-american-interest.com/wrm/2012/04/29/uh-oh-world-food-prices-spike-as-soy-harvest-collapses/

Among the things we watch here at Via Meadia are trends in world food prices. Middle class Americans grumble when prices go up at the supermarket ($5 bucks for a box of cornflakes? Are these people insane?) but for billions of people all over the world rising food prices can mean the difference between happy kids and hungry ones, between having a little money for extras at the end of the week and skipping meals. The news on that front is suddenly not good: as the FT reports, the soybean harvest in Latin America has been badly hit by La Niña caused droughts. That doesn’t just mean a sharp increase in edamame prices at the local sushi spot and a sharp spike in tofu down at Whole Foods. For much of the world, soybeans are a primary source of protein and because they are used to feed animals, soybean price increases affect many other foods. Soybean is also an important source of cooking oil in baked goods (like bread), and this year’s spike in soy prices is made worse by rising prices for other edible oils.The US Department of Agriculture believes that soybean production is headed for its biggest global drop ever — or at least since 1965 which is when the US started tracking global soybean production. Prices are now higher than they have been in four years, and could reach record levels later in the year. This is particularly bad news in China, where food inflation already worries a government facing social unrest and economic instability. Soybeans generally, and Latin American soybeans in particular, play a major role in the Chinese diet. But it also suggests trouble across the Middle East and southern Europe, where economic unrest has shaken governments from Portugal to Pakistan. A lot of people are going to be hurting, and some of them will be hungry. 2012 could be even more… interesting than we thought.

### Chinese instability will trigger world war iii.

THE STRAITS TIMES, June 28, 2003, p. online

But imagine a China disintegrating- on its own, without neo-conservative or Central Intelligence Agency prompting, much less outright military invasion because the economy (against all predictions) suddenly collapses. That would knock Asia into chaos. A massive flood of refugees would head for Indonesia and other places with poor border controls, which don’t’ want them and cant handle them; some in Japan might lick their lips at the prospect of of World War II revisited and look to annex a slice of China. That would send Singapore and Malaysia- once occupied by Japan- into nervous breakdowns. Meanwhile, India might make a grab for Tibet, and Pakistan for Kashmir. Then you can say hello to World War III, Asia style. That’s why wise policy encourages Chinese stability, security and economic growth – the very direction the White House now seems to prefer.

### Plan solves it’s the Breakdown of the locks which would spike international prices for soybeans, especially China.

Farmweek 04 EnvironmenT 'Overwhelming' support shown at lock hearings Wednesday, June 23, 2004 http://farmweek.ilfb.org/viewdocument.asp?did=6755&drvid=104&r=0.6584741

“The bill introduced in the Senate has gotten very strong bipartisan support because of the ag-labor coalition.” Tolman noted “fairly regular breakdowns” at outdated locks have an almost immediate impact on rail and truck freight rates, boosting overall grain transportation rates. An upsurge of nearly 425 million bushels of corn exports over the past two years supports Corps projections of growing grain transportation demand, he said. Tolman sees significant potential in China’s likely transition from grain exporter to importer, which also would create market “vacuums” in Southeast Asia “that really only the United States can fill.” Expansion of China’s river infrastructure to accommodate oceangoing “Panamax” vessels offers major shipping advantages and new inland access for U.S. exporters. At the same time, Wilken said large-scale navigation improvements along South America’s Amazon and Paraguay rivers are spurring northward expansion of Brazilian soybean production, and could tighten the gap between U.S. and Brazilian ag transportation costs.

## A2 Disad happens faster

### Now is the key time to act—absent action prices will spike again by the end of the year

Emerging Markets, 6/17

Emerging Markets , Calls grow for global food price action, 17/06/2012 | Phil Thornton, http://www.emergingmarkets.org/Article/3047619/News/Calls-grow-for-global-food-price-action.html

G20 leaders must take urgent action to head off a fresh food price spike this year, experts have warned Leaders of the G20 must use their summit to urge firm action to control speculation, open up agricultural markets and deliver new investment to head off the threat of a spike in food prices, according to leading experts. The cost of food will surge towards the end of the year, according to the president of an academic institution whose model predicted the price spikes in 2008 and 2010 that both led to social unrest and food riots. “We expect prices to moderate in the next few months but for a major price spike to happen towards the end of the year,” said Professor Yaneer Bar-Yam at the New England Complex Systems Institute (NECSI). “The one that we are anticipating is expected to be larger in terms of price increases and likely also in terms of social disruption”. He told Emerging Markets the short-term moderation in prices would simply “hide the fact that the boom and bust cycle is repeating”.

## 2AC Fertilizer add-on

### Waterways key to fertilizer transportation

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

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

While coal accounts for the majority of traffic on Pittsburgh's rivers, barges also move gravel, sand and limestone used in construction, fuel oil, fertilizer and other goods.

### Strong fertilizer industry is vital to low global food prices.

Bennett 08 (Michael, CEO – Terra Industries, Remarks at Republican Senate Conference Forum, Federal News Service, 5-16, Lexis)

Nitrogen is an essential nutrient for plant growth. The United States needs reliable and plentiful supplies of natural gas to produce nitrogen and meet critical agriculture and food production needs. Natural gas is the fundamental feedstock ingredient for the production of nitrogen fertilizer and represents nearly 90 percent of the production cost of one ton of anhydrous ammonia, which is the building block for most other forms of commercial nitrogen plant nutrients. The nitrogen industry accounts for nearly 2 percent of the total natural gas consumed in this nation. Since 2000, the U.S. nitrogen industry has permanently closed 26 nitrogen production facilities, due primarily to high natural gas prices. Currently, only 30 nitrogen plants are operating in the United States and 55 percent of the U.S. farmers' nitrogen fertilizer is imported. In less than 10 years, we went from basically being self-sufficient in nitrogen fertilizer to importing more than half of our needs. America's food security, and by extension our national security, will be jeopardized if action is not taken to address our country's current natural gas crisis. According to the May 1st, 2008 GAO study entitled, "Implications of Switching from Coal to Natural Gas", U.S. natural gas production peaked in 1973 and the average productivity of our wells has declined for the past 35 years - due to diminishing output of older wells and lower yields and depletion rates. The EIA projects that natural gas production will not increase in the lower 48 states over the next 20 years. And according to the GAO, the U.S. has already found and used its easily recoverable natural gas and finding new gas requires deeper drilling in more inaccessible locations. It is increasingly difficult to keep output constant, because about one-third of our production has to be replaced every year. Thus, the U.S. has limited capacity to meet growing demand for gas with domestic production. Consequently, widespread fuel switching at electricity generating units would increase demand for natural gas beyond the capabilities of existing and projected supply. The U.S. would require nearly twice as much gas supply by 2030, as projected by EIA, if the U.S. were to replace all coal-fired power plants with natural gas. The ongoing U.S. natural gas crisis, which really began in the winter of 1999-2000, has evolved into a domestic and global energy and food supply crisis. Fertilizers are currently responsible for 40 percent of the world's food supply and are a necessary part of solving today's global food crisis.

### High food prices kill half the planet.

Brown 05 (Lester, President – Earth Policy Institute, , People and the Planet, “Falling Water Tables 'Could Hit Food Supply'”, 2-7, http://www.peopleandplanet.net/doc.php?id=2424)

Many Americans see terrorism as the principal threat to security, but for much of humanity, the effect of water shortages and rising temperatures on food security are far more important issues. For the 3 billion people who live on 2 dollars a day or less and who spend up to 70 per cent of their income on food, even a modest rise in food prices can quickly become life-threatening. For them, it is the next meal that is the overriding concern."

# \*\*\*Aff 2AC’s\*\*\*

## A2 States CP

### FEDERAL government key- uniformity, responsibility, and experience.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The correct valuation of such benefits in planning and investment decisions could justify a much greater role for America’s Marine Highway as part of a balanced national transportation system. USDOT, with its responsibility to develop and implement national freight and passenger transportation strategies and target public resources to satisfy public needs across State and other jurisdictional lines, is best positioned to see that this role is realized. The Federal government is also well-situated to coordinate the development of national standards to ensure the compatibility of infrastructure and equipment throughout the Marine Highway system. MARAD is currently working closely with other USDOT modal administrations and the Office of the Secretary of Transportation to develop national transportation strategies that maximize the positive contributions of Marine Highway services.

### No solvency without federal action.

Colonel Donald E. Jackson, Jr. United States Army, 2007, LEVERAGING THE STRATEGIC VALUE OF THE U.S. INLAND WATERWAY SYSTEM, www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583

The inland waterway system of the United States stands as a minimally exploited system

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

### Federal action key

IBEW, ‘6 [“Another Bad Idea: Outsource Federal Lock and Dam Operations,” April 26, <http://www.ibew.org/articles/06daily/0604/060426_dams.htm>]

More than 50 members of Congress have objected in writing to the Army Corps of Engineers’ plans to privatize thousands of jobs at the country’s 230 federal locks and dams. They argue that the work of operators should be re-classified as “inherently governmental” under federal law, and therefore the sole domain of federal workers.

## A2 Private CP

### Government intervention key- external costs means markets fail.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Markets are optimal for allocating resources when the costs and benefits of an activity are well understood and factored into an investment or use decision such that the benefits of the activity are greater than its opportunity costs. Factors that affect market-based transportation decisions by private users of the transportation system include shipping costs, reliability and frequency of service, time in transportation, insurance costs, and quality of service. Other costs and benefits of our transportation system, however, are not borne by the private users who cause them. These costs and benefits are “external” to the user and typically will not influence transportation decisions made by the user. Common costs and benefits that are either fully or partially external to a transportation user’s decisions include the effect that the user's decision to transport freight on a highway has on the delay experienced by all other users of that road, or certain effects that the choice of a transportation mode may have on jobs and the broader economy, the environment, public health and safety, and national security. 13 Unless such factors are addressed in comprehensive planning, investment, regulation, or market interventions, the full potential benefits of a transportation mode to both private users and the public at large may not be realized.

### Government action is key- the shift AWAY from inland waterways was due to market assumptions.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The shift to landside transportation modes from water transportation is attributable to a range of factors too complicated to discuss adequately in this report, including (but not limited to) the completion of the Interstate Highway System, use of larger and more specialized trucks and train cars, deregulation of motor carriers and railroads, changing technologies and logistics practices, and the implementation of pipeline capacity for petroleum transport. A critical factor contributing to the shift – the inability of markets to fully capture social costs and benefits associated with the use of different transportation modes – is described in this chapter.

### Government intervention key.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

This Report to Congress is required by Sections 1121 and 1123 of the Energy Independence and Security Act of 2007 (Energy Act). Section 1121 directs the Secretary of Transportation (Secretary) to establish a short sea transportation program and designate short sea transportation projects under the program to mitigate landside congestion. The Maritime Administration (MARAD) has implemented this short sea transportation program as the “America’s Marine Highway Program” (the Program). The Program is intended to expand the use of our inland, Great Lakes Saint Lawrence Seaway System, intracoastal, and coastal waterways for the transportation of freight (loaded in containers and trailers) and passengers to mitigate landside congestion, reduce greenhouse gas emissions per ton-mile of freight moved, and accomplish other objectives. The first section of this report provides the justification for expanding the utilization of Marine Highway services. It describes the interests of the Federal government in encouraging greater use of Marine Highways and, through the example of Europe, shows that government policy can be successful in achieving this result. An important point of this section is that the full range of public benefits of Marine Highway services will not be realized based solely on market-driven transportation choices.

## Disad to privatization CP (1)

### Disad to the CP:

### Federal operation of inland waterways are key to disaster relief efforts – Hurricane Katrina proves private contractors empirically fail

IBEW, ‘6 [“Another Bad Idea: Outsource Federal Lock and Dam Operations,” April 26, <http://www.ibew.org/articles/06daily/0604/060426_dams.htm>]

That commitment was on display last August and early September, when storm waters from Hurricane Katrina seeped into New Orleans in the most tragic natural disaster in the United States in generations. Members of the National Federation of Federal Employees (NFFE) were on the job at the IHNC lock in New Orleans – as federal workers are required to be – when it was discovered that contractors who were supposed to be manning a bridge over the city’s industrial canal had deserted their posts. The operation of that bridge, the St. Claude Avenue Bridge, was vital to both evacuation and relief efforts. The road was among the only dry passages out of town, and the waterway underneath was key to barges and other vessels bringing in materials to repair the broken levees. The NFFE operators spent days raising and lowering the bridge under highly difficult conditions. Because the electricity was out, they had to power up the creaky old gas-powered back-up system. Each time they raised or lowered the bridge might have been the last time. Then someone recalled that the nearby lock once powered the bridge, so the NFFE operators rooted through underground wires to rig the electric power back through the lock, which was working. “The bridge was fully operational so the city could continue to get the repair materials in,” said Randy Erwin, NFFE (a division of the Machinists) legislative director. “What happened in New Orleans was a tragedy but it would have been worse without these guys. They were heroes.”

### Disaster relief disproportionately hurts the poor

World Bank 04 ("Natural Disasters: Counting the Cost" web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20169861~menuPK:34457~pagePK:34370~piPK:34424~th eSitePK:4607,00.html)

Losses from natural disasters are most devastating to the poorest people, says Margaret Arnold, acting manager of the World Bank’s Hazard Management Unit. This is particularly true in developing countries. Extensive research shows the poor are more likely to occupy dangerous, less desirable locations, such as flood plains, river banks, steep slopes and reclaimed land. Disasters are closely linked to poverty as they can wipe out decades of development in a matter of hours. Because natural disasters hit poor people the hardest, implementing effective disaster recovery programs, if they are well targeted, may be an effective means of reducing poverty, according to a forthcoming report by the ProVention Consortium – an international network of public, private, non-governmental, and academic organizations dedicated to reducing the impact of disasters in developing countries. Other senior disaster recovery officials share that view: “Disasters are first and foremost a major threat to development and specifically to the development of the poorest and most marginalized people in the world. … and ensure they stay poor.”

### Poverty makes global nuclear war inevitable

Joseph George Caldwell, PhD, The End of the World, and the New World Order, updae of an article published 10/26/00, March 6, 2003, [www.foundation.bw/TheEndOfTheWorld.htm](http://www.foundation.bw/TheEndOfTheWorld.htm).

It would appear that global nuclear war will happen very soon, for two main reasons, alluded to above. First, human poverty and misery are increasing at an incredible rate. There are now three billion more desperately poor people on the planet than there were just forty years ago. Despite decades of industrial development, the number of wretchedly poor people continues to soar. The pressure for war mounts as the population explodes. Second, war is motivated by resource scarcity -- the desire of one group to acquire the land, water, energy, or other resources possessed by another. With each passing year, crowding and misery increase, raising the motivation for war to higher levels.

## Disad to privatization CP (2)

### Disaster exacerbates many other impacts.

Anthony Oliver-Smith, professor of anthropology at the University of Florida, 5-11-06 ("Disasters and Forced Migration in the 21st Century" http://understandingkatrina.ssrc.org/Oliver-Smith/)

The complexity of disasters today is demonstrated by the processes in which they can combine with and compound each other. For example, in 1998 Hurricane Mitch (a natural agent) produced floods in Honduras (a socio-natural phenomenon) that inundated warehouses full of pesticides and fertilizers (a technological hazard), producing what might be called a compound or complex disaster (Jansen 2003). Recently in the fall of 2004, Hurricane Ivan threatened New Orleans with just the same conflation of dangers. Hurricane Katrina has just fully realized the nightmare of Ivan. There is no question that environmental changes, particularly in the form of degradation, have increased the severity of socio-natural disasters. Moreover, disasters, singly or in combination, can further be compounded by the incidence of political upheaval, such as war, ethnic cleansing, or terrorism, or social factors such as racism, exclusion or religious persecution. And disasters can contribute to political instability that can lead to conflict with the potential to displace people.

## A2 Fees CP

### User fees link to politics and don’t solve.

Stern, 2012 Inland Waterways: Recent Proposals and Issues for Congress Charles V. Stern Analyst in Natural Resources Policy April 12, 2012, Congressional Research Service, google

The Administration argues that since commercial shippers are the primary beneficiary of waterway investments, they should continue to pay the costs for new capital investments. Furthermore, since lock users benefit the most, they should pay the most. The IWUB and Congress have previously rejected lock usage fees and similar proposals as posing unfair burdens on a subset of waterway users, and have opposed the new Administration proposal.64 The IWUB argues that targeting users of individual segments runs counter to the idea of the inland waterways as a whole “system” whose interconnectivity benefits the nation.65 Additionally, users note that major fee increases will significantly affect shippers operating within the system.66 Finally, the user industry has also argued against the proposed new fee because it delegates the authority to set fees to the Secretary of the Army, with certain restrictions.67

### Links to politics- overwhelming opposition.

Glass, 2001 Obama proposes inland waterways financing program New user fee would generate $1.1 billion By Pamela Glass 9/26/2011

The Waterways Council Inc., which is working with Congress to develop an infrastructure funding solution, opposes any plan that involves a lockage fee. “Lockage fee proposals were offered and dismissed before in both the Obama and Bush administrations, and were widely criticized by bipartisan members of Congress because they unfairly penalize certain portions of the waterways system that have more locks than others, as well as consumers in those regions who would pay more for the goods transiting those locks,” said Debra Colbert, WCI spokeswoman.

### Doesn’t provide political cover.

Glass, 2001 Obama proposes inland waterways financing program New user fee would generate $1.1 billion By Pamela Glass 9/26/2011

But both the administration’s fee (or, really, tax) and the development plan’s tax increase on diesel fuel and the funding shift put Congress in a political dilemma. Republicans in the House have taken a strong public stand against no new taxes while advocating spending cuts. Democrats must also show that they can take steps to reduce the deficit. Neither of these proposals offers lawmakers much political cover in this partisan, budget-cutting environment.

## A2 Spending

### Waterways are comparatively cheaper than rail or truck

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

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

Rivers provide a less expensive alternative to other transportation options. Barges are more than $14 a ton cheaper than using rail or truck, according to a 2010 report by a Corps-industry task force that recommended changes in the way lock and dam projects are funded.

### Deficit spending is key to the economy

Amit Mitra, Secretary General of India's Apex business Chamber, the Federation of Indian Chambers of Commerce & Industry (FICCI), 7-08-09 http://www.business-standard.com/india/news/%5Cdo-fiscal-deficits-hurt-economic-growth%5C/363226/

Let us look at the various kinds of arguments made against deficits. The monetarists argue that deficits crowd out private borrowing, raise interest rates and cause inflation. So, they advocate you should not try and stimulate the economy but, over a 5-8 year period, look at a steady and sustainable increase in money supply, and economic growth will follow. This post-Friedman approach has been discredited after the financial meltdown, since the whole question of money supply has fallen flat on its face. Liquidity vanished, banks failed and various federal authorities were taken by surprise at what was happening in the world of finance capital. If the simplistic monetary theory has failed, we have no option but to stimulate in the fiscal domain, which is what is happening in the US and Europe. Which brings us to the question of how much of a fiscal stimulus is bearable. The US fiscal deficit is now likely to be 12.3 per cent of GDP in 2010 (the earlier prediction was 9-10 per cent); it is 15 per cent for the UK; six per cent for Germany; seven per cent for Italy, Spain and France. So how are these countries able to live with such high fiscal deficits? Look at their 2009 and 2010 growth projections and that’s where the answer lies. For calendar 2009, the US economy will shrink 5.5 per cent, Germany 6 per cent, Italy 4.2 per cent and so on. In 2010, the projection is that the US will be positive, UK 1 per cent, Japan 1.2 per cent … so we will have 0.5 to 2.5 per cent growth in the developed world in 2010. With growth, the fiscal deficit will be taken care of. But why doesn’t the same logic apply to India, after all our growth which is down to 6.7 per cent will also go back up to the 7-7.5 per cent range. The answer comes from Standard & Poor’s. According to S&P, India has a structural deficit (due to the fertiliser- and fuel- subsidies), while the west has a transient one caused by the stimulus, and that will go. But S&P does not talk of the US social security, medicare and other such social security … all of these increase during a downturn when government revenues are strained. So the S&P argument that the US deficit is not structural is flawed. The US can’t reduce unemployment benefits or increase the age-limits for medicare so easily — how is that any less structural? In India’s case, we have just increased the price of fuel, so we are trying to tackle our structural deficit. S&P also argues that two things can help — funding the deficit through disinvestment and a situation where the deficit generates demand. The fact that India’s growth is 6.7 per cent as compared to the 4.5 per cent projected by the IMF would suggest the stimulus has indeed been demand-creating. In the last five years, direct taxes grew 29 per cent — so, when economic growth is high, tax collections respond very well. Hence, the cure is demand-stimulating fiscal deficits. Economists also talk of a built-in stabiliser in countries like the US — if the economy tanks, welfare payments rise and tax payments fall significantly as people move down tax brackets, and that ensures increased demand that acts contra-cyclically. Since this doesn’t happen in India, we have no option apart from fiscal stimulus. Indeed, while India has a huge space to tackle deficits through disinvestment and the additional revenues guaranteed through high growth, the west does not have this space. The developed world does not have the tools to tackle its deficit, we do.

## A2 Trucks/Railroad disads

### Trucks and rail cannot replace the use of barges in coal transportation.

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

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

Whatever the period of time needed, the 10 million tons of coal and other commodities that move through the Elizabeth locks each year would have to be moved by rail or truck, which are more expensive. Moreover, it would take more than 1,000 large trucks to move the same amount of coal a standard 15-barge tow carries. "If the Lower Mon closes, there's not enough trucks to move the coal power plants need," Mr. Harder said.

## A2 Politics

### The plan is bipart.

Hettel, April 18 Congressional Documents and Publications April 18, 2012 SECTION: U.S. HOUSE OF REPRESENTATIVES DOCUMENTS LENGTH: 1150 words HEADLINE: House Transportation and Infrastructure Subcommittee on Water Resources and Environment Hearing; "How Reliability of the Inland Waterway System Impacts Economic Competitiveness."; Testimony by Martin Hettel, Senior Manager, American Electric Power River Operations

AEP River Operations and hundreds of other companies and organizations believe that one critically important step that Congress should take to address this situation is to approve and send to the President for his signature H.R. 4342, the "Waterways Are Vital for the Economy, Energy, Efficiency, and Environment Act of 2012". This legislation, which Congressman Ed Whitfield from Kentucky and Congressman Jerry Costello from Illinois--a member of this important Subcommittee--and others have introduced on a bipartisan basis, would put in place what we believe is a balanced, comprehensive, workable 20-year inland waterway system modernization investment program for the Nation. A second critical step Congress should take is to assure on a continuing basis that the Corps of Engineers is provided with adequate operation and maintenance funds to keep the Ohio River and the remainder of the inland waterway system functioning at an optimal level. Our Nation's inland waterways are too important to do anything less.

### Congress loves rivers and wild life.

The Seattle Times, Friday, June 22, 2012, “Congress gets scaled-back Olympic Peninsula proposal”, <http://www.wenatcheeworld.com/news/2012/jun/22/congress-gets-scaled-back-olympic-peninsula/>

Key leaders of Washington’s congressional delegation introduced legislation intended to protect Olympic Peninsula forests and rivers from logging, dams and other development. Three years in the negotiating, the Wild Olympics Wilderness and Wild and Scenic River Act of 2012 was introduced Thursday by U.S. Sen. Patty Murray and U.S. Rep. Norm Dicks, D-Bremerton. The bill is a far cry from the original and more controversial version proposed in 2010 by conservationists but still takes big steps to permanently protect some of the Olympics’ most beloved landscapes. “The amazing natural treasures in the Olympic Peninsula are among the crown jewels of our state, and the Wild Olympics proposal will build on the strong foundation of conservation that has been laid down over generations,” Murray said in a news release. The legislation would create 126,554 acres of new wilderness on Olympic National Forest lands, including 93,959 acres of old-growth trees at least 160 years old, and 107,982 acres of mature trees older than 80 years. Some trees that would be protected are more than 700 years old. The proposal also would create 19 new Wild and Scenic Rivers in Olympic National Forest, Washington Department of Natural Resources Lands, and within Olympic National Park. Wild and Scenic designation prohibits federally licensed dams. It also creates a planning process to manage the land within a quarter-mile corridor in contiguous stretches of federal and state lands along the river to protect a river’s wild, scenic or recreational values. Private lands would not be affected unless owners are supportive. The legislation includes no condemnation authority. The proposal steps back from the big plans of its earlier versions that sought to protect nearly 1 million acres, because of objections raised by timber companies concerned about loss of timberlands, and tribes that feared loss of access for treaty-protected hunting.