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# \*\*\*Advantage Answers\*\*\*

## \*\*Asian Carp Advantage\*\*

### A2: Biodiversity Loss

#### Biodiversity isn’t key to survival

Calgary Herald, August 30, 1997

Ecologists have long maintained that diversity is one of nature's greatest strengths, but new research suggests that diversity alone does not guarantee strong ecosystems. In findings that could intensify the debate over endangered species and habitat conservation, three new studies suggest a greater abundance of plant and animal varieties doesn't always translate to better ecological health. At least equally important, the research found, are the types of species and how they function together. "Having a long list of Latin names isn't always better than a shorter list of Latin names," said Stanford University biologist Peter Vitousek, co-author of one of the studies published in the journal Science. Separate experiments in California, Minnesota and Sweden, found that diversity often had little bearing on the performance of ecosystems -- at least as measured by the growth and health of native plants. In fact, the communities with the greatest biological richness were often the poorest when it came to productivity and the cycling of nutrients. One study compared plant life on 50 remote islands in northern Sweden that are prone to frequent wildfires from lightning strikes. Scientist David Wardle of Landcare Research in Lincoln, New Zealand, and colleagues at the Swedish University of Agricultural Sciences, found that islands dominated by a few species of plants recovered more quickly than nearby islands with greater biological diversity. Similar findings were reported by University of Minnesota researchers who studied savannah grasses, and by Stanford's Vitousek and colleague David Hooper, who concluded that functional characteristics of plant species were more important than the number of varieties in determining how ecosystems performed. British plant ecologist J.P. Grime, in a commentary summarizing the research, said there is as yet no "convincing evidence that species diversity and ecosystem function are consistently and causally related." "It could be argued," he added, "that the tide is turning against the notion of high biodiversity as a controller of ecosystem function and insurance against ecological collapse."

#### Species loss is inevitable: they can’t solve all causes

New Straits Times (Malaysia), February 4, 2001

Monash University Malaysia's Bachelor of Science in Environmental Management trains students for careers with the government, industry, non- governmental organisations such as WWF, Greenpeace, Malaysian Nature Society, Friends of the Earth, schools and universities, consulting firms and research organisations. According to Monash lecturer specialising in the ecology of tropical rivers and streams, Dr Catherine Yule, the programme ensures that students understand how the natural environment works and how best to manage it and utilise it in a sustainable fashion. Students study subjects including of environmental science, marine and freshwater biology, chemistry, ecology, soil science, environmental health, forest management, atmospheric processes and microbiology, Yule said. She added that students are introduced to a wide range of laboratory techniques and much of the practical work will be undertaken in the field, leading to careers both in laboratories and in the field. Graduates will be able to conduct scientific studies, develop and enforce regulatory environmental standards and understand the broader social, economic, political and legal aspects of environmental management, Yule said. Having worked as an environmental consultant in Australia, Papua New Guinea, Indonesia and Malaysia for over 20 years, Yule said that environmental management is simply managing the environment to ensure that all species, including human beings, work in harmony with the environment. "There are two ways of looking at environmental management," Yule said. The environment in national forests and recreational parks are "managed from the perspective of plants and animals, where we study what the animals and plants need to survive and multiply". From a human perspective, environmental scientists study ways of protecting the environment in view of new developments in the country, such as setting up of manufacturing plants, housing developments, mining activities, she said. Yule added that managing the environment from a human perspective also includes the safety of the workers themselves. "There is a great need to protect our environment for without it, humans will not survive. A cascade of events from pollution and natural disasters to famine will happen to cause the extinction of the human race," she said. There are also economical reasons for sustainable management of natural resources, Yule said. "Natural resources are a source of income and with these resources depleted, the world economy will not be able to survive. In the end, it is for our own safety and interests to protect the environment. "Esthetically, people enjoy the outdoors and protecting the environment is for self-satisfaction." Yule rates the loss of biodiversity as the number one environmental crisis. "The extinction of species that we know and don't not know of is happening at an alarming rate, caused by pollution and the destruction of habitats. Other crises include global warming, river and air pollution, destruction of rainforests and even over population."

#### Species evolve to replace those lost

Larry D. Martin, professor of ecology and evolutionary biology and curator of vertebrate paleontology at the University of Kansas, World and I, February 1, 2001

Wells does not claim that there were any fish in the Cambrian seas, let alone fishermen. In fact, he accepts the fossil record and geological time as presented by the geologists. There has been a lot of extinction at different times. Probably 95 percent of all the species that have ever lived are now extinct, but this doesn't mean that at any time in the past there was nearly twenty times the biodiversity there is today. Many extinctions were followed by the appearance of new taxa. Either there is a Creator who operates according to the old motto "if at first you don't succeed, try again" or there is some mechanism, like evolution, to replace lost diversity.

### A2: Solvency

#### Dams do not prevent the spread of invasive species

Fagen 12’ [ Ron, CEO of Fagen INC., large contractor company, "Guest Commentary: Dams play vital role against spread of invasive species”, MonteNews, Feb 16, 2012, <<http://www.montenews.com/opinions/x1847529029/Guest-Commentary-Dams-play-vital-role-against-spread-of-invasive-species?zc_p=0>>

The Mississippi River has an expansive array of dams along its course. Unfortunately, most of these dams have been rendered ineffective against the spread of invasive species due to the system of locks which allows for passage of private and commercial vessels along the river. These navigational aids provide access to the Asian carp in the same way they provide access to boats, barges and other vessels.

### A2: Threatens Great Lakes

#### Asian carp pose no threat to the Great Lakes- Great Lakes won’t sustain breeding.

Golowenski 10 [Dave, Columnist for the Columbus Dispatch, “Don’t fear Asian carp, OSU professor says”, September 5th, 2010, The Columbus Dispatch, http://www.dispatch.com/content/stories/sports/2010/09/05/dont-fear-asian-carp-osu-professor-says.html]

\*\*Cites Konrad Dabrowski, an aquaculturist with the School of Environment and Natural Resources.\*\*

The threat to the Great Lakes posed by Asian carp has been greatly exaggerated, says an Ohio State professor who claims the experience to form a learned opinion. "I've been working with the fish for 15 years," said Konrad Dabrowski, an aquaculturist with the School of Environment and Natural Resources. There have been forecasts of doom for sport and commercially desirable species such as walleye and yellow perch should the invasive carp be let loose. Lake Erie, the most productive of the Great Lakes for fishing, is thought to be especially vulnerable. The focus of the anti-carp efforts is the Chicago Sanitary and Ship Canal, a manmade waterway that links Lake Michigan to the Illinois River, which ultimately drains into the Mississippi River. Sections of the Mississippi, Missouri and Ohio rivers and their tributaries are swarming with the non-native carp, which escaped from ponds in several southern states some 30 years ago. "Asian carp have not wiped out other species in the Mississippi and Illinois rivers. However, in some places, Asian carp now make up over 90 percent of the fish biomass," wrote Ray Petering, the Ohio Division of Wildlife's executive administrator of fish management and research, in an e-mail. "That does not leave much room for native species." Petering's explanation stands for what is feared could occur in parts of the Great Lakes should Asian carp breech an electric barrier near Chicago designed to keep them on the Mississippi side of the canal. At the same time, sport and commercial fishing thrive on the Great Lakes, generating billions of dollars to the regional economy. In steps Dabrowski, who said he is driven by professional ethics to present a case that likely won't be welcomed by many people in the anti-carp community. "I've been following the popular literature as well as the scientific literature," he said, not without irony, and has been astonished by the amount of what he characterizes as public "misinformation," including some testimony presented to Congress. Dabrowski's stance indicated in the title of a summary statement he recently e-mailed to The Dispatch. The title says without equivocation: Asian carps pose no danger to Great Lakes. While acknowledging the problems posed by the carp in numerous river systems, Dabrowski said the conditions that allow the carp to thrive in flowing rivers do not exist in the Great Lakes or its natural tributaries. Both silver carp, which have gained notoriety because of their leaping behavior in the presence of passing boat motors, and bighead carp, which grow large and eat tiny planktons on which the young of native species also feed, can survive in the Great Lakes, Dabrowski concurs. However, he writes that "the fundamental question is whether Asian carps that enter Lake Michigan and subsequently other Great Lakes can reproduce. In other words, will they be able to maintain or increase their populations, and eventually outcompete the local and prized sport-fish populations?" The answer, he has concluded based on observations in numerous real-world settings and on what is known about the spawning process of the carp, is no. He writes, in fact, that the reasons both species of Asian carp can thrive in parts of the Missouri River "are precisely the same reasons why they will not flourish in the Great Lakes." In order to spawn successfully, Dabrowski says, water flow and temperature must be elevated to certain thresholds simultaneously. Nowhere in the Great Lakes, including the Maumee River, do such conditions line up.

#### Experts say Asian carp would not be able to sustain life and reproduce in the Great Lakes.

Lam 11 [Tina, “Asian carp: How deadly would it be to Great Lakes?”, July 18th 2011, <http://www.freep.com/article/20110718/NEWS05/107180327/Asian-carp-How-deadly-would-Great-Lakes->]

\*\*\*cites Duane Chapman- a U.S. Geological Survey scientist, Gary Fahnenstiel- an aquatic ecologist with the Great Lakes Environmental Research Laboratory, Konrad Dabrowski- a professor and director of aquaculture at OSU, and Gerald Smith- a retired University of Michigan professor of evolutionary ecology\*\*\*

Some experts say talk of carp taking over is fanciful and exaggerated because conditions in the lakes don't fit their lifestyle. There's not enough food for them because zebra and quagga mussels already have eaten much of the plankton in the lakes, temperatures are too chilly, and rivers are not long enough, fast enough or warm enough for spawning. Other scientists say the evidence is overwhelming that bighead and silver carp can survive and reproduce in a wide range of climates and conditions, including those in the lakes. The truth is likely somewhere in between. "It's possible they may never reach high densities in the Great Lakes," said Duane Chapman, a U.S. Geological Survey scientist in Missouri and one of the nation's leading experts on the fish. "And it won't be an overnight thing -- it could take 30 or 40 years." Because no one wants to put Asian carp into the Great Lakes just to find out how they fare, pronouncements about whether and where they can colonize and reproduce are based largely on experiences in Asia, Russia and the Mississippi River Basin, where the carp are now. But nobody has the last word yet. "There is high uncertainty and conflicting information," said John Dettmers, a fish biologist with the Great Lakes Fishery Commission. The case for skepticism: Gary Fahnenstiel, an aquatic ecologist with the Great Lakes Environmental Research Laboratory in Muskegon, is among those who think the fear of Asian carp taking over the Great Lakes is exaggerated. He said that in Lake Michigan, quagga mussels have eaten 80% of the plankton the Asian carp would depend on for food. The mussels already have wreaked more havoc in the food chain of the lakes than the Asian carp might, he said. Konrad Dabrowski, a professor and director of aquaculture at Ohio State University who has studied carp, believes that although carp might get into and survive in the Great Lakes, the climate is too cold and the rivers not fast enough for them to reproduce. "Asian carps pose no threat to the Great Lakes," he said. In Lake Erie, Dabrowski said, the carp might be able to grow for only six months of the year, and in chilly Lake Superior, just two months; once the water drops below 59 degrees, the fish will lose weight in colder months of the year because it's too cold for them to feed, and their sexual organs will atrophy. "It's highly improbable that spawning will occur," Dabrowski said, noting that some Asian carp that invaded European waters have lived there for decades but never reproduced. Gerald Smith, a retired University of Michigan professor of evolutionary ecology and author of "Guide to Great Lakes Fishes," also said he believes the fears about Asian carp are exaggerated. "Ninety-nine percent of the Great Lakes are too cold for these fish to succeed," he said. One study showing that the carp could survive in the Great Lakes was based on air temperature, he noted, which is not a relevant factor. In a recent podcast, he said politicians had seized on the carp threat for political gain and that the fears are not based on science. David Jude, a larval fish expert at U-M, counts himself among the skeptics, too.

#### **Asian Carp can’t survive in the Great Lakes- multiple factors. Also, won’t affect ecosystem or fishing.**

Lindsay 11 [Chris, “The Skepticism of the Asian Carp Threat”, August 1st 2011, http://annarborscienceskeptic.com/2011/skepticism/asian-carp-in-the-great-lakes-is-skepticism-warranted/]

**\*\*\*Cites Gerald Smith- University of Michigan fish biologist\*\*\***

SKEPTICISM: This issue has garnered much attention, but it may be surprising for some to find that this issue is very controversial within the scientific community. Fish biologists from the University of Michigan, like Gerald Smith, are skeptical about whether the Asian carp can survive and flourish in the Great Lakes. Smith is quoted in the Freep story. “Ninety-nine percent of the Great Lakes are too cold for these fish to succeed,” he said. In my interview with Smith last Fall, he provided an overview of the issue and why he became skeptical of the Asian carp threat and media attention. Here’s an audio excerpt: Smith explained that all of the fish biologists at the University of Michigan disagree with the assessment that Asian carp can take over the Great Lakes. And so they developed their own risk analysis. Aside from the water temperature point, Smith and the other biologists argue that another factor that would prevent Asian carp from succeeding in the Great Lakes ecosystems, is that the eggs and young would succumb to predation. Asian carp minnows is a popular bait for sport fishing. So an emergence of Asian carp could actually boost fish stock which have been declining. EVALUATING THE EVIDENCE: So how should skeptic-minded folks consider this topic? Well, the scientific arguments offered by the skeptics of the Asian carp threat are as follows: 1) Asian carp (like its established cousins, the common carp) can only survive in warmer waters (about 1% of the total Great Lakes). The commercial fishing industry won’t be affected by the Asian carp because it utilizes the deeper, colder waters. Several studies that suggest Asian carp would be acclimated to the Great Lakes utilize air temperatures, not water temperatures. And several independent researchers have used average lake temperatures, but don’t take into account the winter temperatures. 2) The diet of Asian carp is phytoplankton. And phytoplankton levels are already very low because it is also the diet of zebra and quagga mussels – which are an established invasive species that are succeeding (unfortunately, all too well). And therefore, Asian carp will be out-competed. 3) In the warm, shallow areas in which Asian carp could live, they would experience heavy predation by other fish stock as they would find eggs and young as a source of food. And this fish stock could get a much-needed boost. 4) If Asian carp get into rivers, they would need long stretches of water that have no dams – for spawning. However, most rivers in Michigan have dams which would make reproductive success very challenging. It’s important to note that these four points are not agreed upon by all fish biologists. As the Freep story reports, some fish biologists at other institutions expect the Asian carp to adapt to the Great Lakes ecosystems (although it would take many decades for this to happen). And once this happens, it will be too late to do anything.

## \*\*Commodities Advantage\*\*

### A2: China Impact

#### China won’t go to war – no political will

Moore 6 (Scott, Research assistant, http://www.nti.org/e\_research/e3\_80.html, dw: 10-18-2006, da: 7-9-2011, lido)

The new generation of Chinese leaders, which has risen to power in the aftermath of the 1989 Tiananmen Square incident (liu si), has tended to consist of moderate technocrats,[10] who are unlikely to support radical policy reversals, such as the use of nuclear weapons. Chinese politics in general have also evolved into a "more pragmatic, risk-adverse" form.[11] This process was initiated by the rise of "interest group politics" during the tenure of President Jiang Zemin.[12] This new structure of decision-making involves the specialization of bureaucratic institutions, which have become more assertive, and occasionally resisted high-level decisions they believed to be ill conceived.[13] It is probable that certain institutions, such as the Ministry of Foreign Affairs, would strongly resist the actual or threatened use of nuclear weapons against the United States in almost any situation. In a risk-adverse policy environment that seeks consensus, this kind of strong opposition may well prevail. It thus appears unlikely that any impetus for the use of nuclear weapons in a conflict with the United States would come from within the established Chinese policymaking apparatus. There are suggestions, however, that pressure for the actual or threatened use of nuclear weapons against the United States may come from outside China's policymaking elite, via a phenomenon that may be termed "hyper-nationalism."[14] The gradual expansion of freedom of speech in China has revealed some truly radical nationalistic perspectives, ranging from a kind of Chinese lebensraum (sheng cun kong jian)[15] to allegations of a kind of racist plot in Western policy towards China.[16] In a crisis situation, there are suggestions that such hyper-nationalism may exert significant pressure on policymakers to respond with an aggressive response, which could include nuclear weapons.

### A2: Decreases Prices

#### The inland waterways are actually the most expensive forms of shipping systems.

Nicollet Island Coalition 2010 “FACT SHEET: Historic Subsidy of Inland Waterways Navigation System Proposed Changes to the Inland Waterways Trust Fund (IWTF):’’ http://www.iwla.org/index.php?ht=a/GetDocumentAction/i/7807

Barge Industry contributions are inadequate to properly fund the Inland Waterways Trust Fund’s projects backlog, yet the industry wants to restore IWTF solvency and increase inland waterways navigation investment primarily by increasing the burden on all other taxpayers. • The barge industry touts itself as the cheapest form of commodity transportation. Unfortunately, the equation used to derive that designation excludes over 90 percent of the costs to support the inland waterways system. According to the National Academy of Sciences, 1 U.S. taxpayers pay 92 percent of the inland waterway system (IWS) costs of constructing, operating and maintaining barge navigation infrastructure. This is compared to virtually no taxpayer support for rail system users and only 20 percent for highway system users. • The general public does receive some benefits from the current dams on the rivers, though it can be argued that the costs, both financial and to the environment, have far exceeded these benefits. The barge industry paid nothing for the original lock and dam system and do not contribute to repairing and restoring degraded riverine ecosystems, which the inland waterways navigation system is largely responsible for causing. The taxpayers have been totally responsible for these costs, and as mentioned above all of the O&M costs and 50 percent of the construction and rehabilitation costs. • When all costs are accounted for, the inland waterways system is by far the most expensive shipping system in the country.

### A2: Fertilizer

#### Status Quo Solves for Fertilizer Demand – No Impact

Frost 12 [Bert, Vice President, Sales and Market Development, CF Industries, “The Nitrogen Outlook for 2012, Crop Life, 01/23, http://www.croplife.com/article/24763/the-nitrogen-outlook-for-2012]

In 2012, a number of large scale manufacturing projects are expected to begin production in the Middle East and Africa. This will take some pressure off of other nitrogen fertilizer suppliers in meeting rising global demand. The net effect of these new nitrogen sources likely will be a balanced market by mid-year, but this outcome will depend on the timing of large projects, which almost always experience start-up delays due to operational difficulties. Even before delays, typical ramp-up and delivery times will prevent most new supplies from reaching the U.S. market until after the spring season.¶ In order to meet increased demand for nitrogen fertilizers in North America in 2012 and beyond, CF Industries is investing in its logistics systems and production capabilities. Process improvements at our terminals in Cowden, IL, and Mount Vernon, IL, will increase ammonia supply and load out rates during the peak spring and fall periods. Other terminal upgrades also are planned over the next year. As previously announced, we will invest up to $1.5 billion in new ammonia and/or product upgrading capacity within North America over the next four years to ensure a steady flow of our products to dealers and ultimately growers who will use them to help feed the world’s growing population.

#### Fertilizer Needs Are Being Met

Hildebrant July 2012 [Dale, “Proposed nitrogen fertilizer plant moves to the business stage of planning”, The Prairie Star, 07/16, http://www.theprairiestar.com/news/regional/proposed-nitrogen-fertilizer-plant-moves-to-the-business-stage-of/article\_184862fa-cf44-11e1-8284-001a4bcf887a.html]

A proposed billion dollar nitrogen fertilizer plant that will be located within the tri-state area has moved one step closer to reality as the project's steering committee voted to move from the feasibility study to the business planning stage. The proposed plant would use natural gas as the feedstock to produce the nitrogen fertilizer in the state-of-the art complex, according to Tom Lilja, executive director of the North Dakota Corn Growers Association, and one of those involved in planning the project.¶ The committee's thorough research found that nitrogen fertilizer usage in the Northern Plains is likely to continue to increase in the next several decades. They also concluded that a fertilizer production facility located where the fertilizer is consumed will result in transportation advantages, while addressing the need for a stable local supply of this essential cropping input for growers.¶ The steering committee is made up of farm groups representing North Dakota, Minnesota, and South Dakota, as well as the prairie provinces of Canada. This committee was assembled as the result of a 2011 grant awarded to the North Dakota Corn Growers Association and the department of Agribusiness and Applied Economics at North Dakota State University from the ND Agricultural Products Utilization Commission to conduct a feasibility analysis involving the capturing of flared natural gas in our western oil fields and potential for basic nitrogen fertilizer manufacturing. The study determined that local production of fertilizer optimizing current and predicted natural gas supply and price is not only economically feasible but also prudent considering requirements of nitrogen by targeted growers. Natural gas is the key component in nitrogen fertilizer manufacturing.

### A2: Food Prices

#### Global Food Prices Are Already Low and Will Stay That Way

Rutherford July 2012 [Hamish, “Cheaper dairy puts the brakes on food price index”, LexisNexis Academic, Business; Pg.1, 07/13, http://www.lexisnexis.com.proxy1.cl.msu.edu/hottopics/lnacademic/]

FALLING prices for milk and cheese more than offset a sharp seasonal rise in fruit and vegetable prices, with food prices down for the second month in a row in June.¶ The food price index from Statistics New Zealand showed that although food prices in June were 1.4 per cent higher than May, the basket of goods used to calculate food prices dropped 0.2 per cent, the same annual fall as May. In April, annual food prices showed no change.¶ On an annual basis, however, fruit and vegetable prices were 2.6 per cent lower than a year ago, when fresh-produce prices were setting records¶ Prices have been subdued by China's slowdown and a high NZ dollar.

### A2: Food Shortages

#### No shortages – food is abundant

Poole 6 (Holly Kavana, Institute for Food and Development Policy, “12 Myths About Hunger”, Backgrounder, 12(2), Summer, 4-9, http://www.foodfirst.org/12myths)

Myth 1: Not Enough Food to Go Around Reality: Abundance, not scarcity, best describes the world's food supply. Enough wheat, rice and other grains are produced to provide every human being with 3,200 calories a day. That doesn't even count many other commonly eaten foods - ­vegetables, beans, nuts, root crops, fruits, grass-fed meats, and fish. Enough food is available to provide at least 4.3 pounds of food per person a day worldwide: two and half pounds of grain, beans and nuts, about a pound of fruits and vegetables, and nearly another pound of meat, milk and eggs - ­enough to make most people fat! The problem is that many people are too poor to buy readily available food. Even most "hungry countries" have enough food for all their people right now. Many are net exporters of food and other agricultural products.

#### Food wars are a myth – there’s zero empirical evidence

Salehyan 7 (Idean, Professor of Political Science – University of North Texas, “The New Myth About Climate Change”, Foreign Policy, Summer, http://www.foreignpolicy.com/story/cms.php?story\_id=3922)

First, aside from a few anecdotes, there is little systematic empirical evidence that resource scarcity and changing environmental conditions lead to conflict. In fact, several studies have shown that an abundance of natural resources is more likely to contribute to conflict. Moreover, even as the planet has warmed, the number of civil wars and insurgencies has decreased dramatically. Data collected by researchers at Uppsala University and the International Peace Research Institute, Oslo shows a steep decline in the number of armed conflicts around the world. Between 1989 and 2002, some 100 armed conflicts came to an end, including the wars in Mozambique, Nicaragua, and Cambodia. If global warming causes conflict, we should not be witnessing this downward trend. Furthermore, if famine and drought led to the crisis in Darfur, why have scores of environmental catastrophes failed to set off armed conflict elsewhere? For instance, the U.N. World Food Programme warns that 5 million people in Malawi have been experiencing chronic food shortages for several years. But famine-wracked Malawi has yet to experience a major civil war. Similarly, the Asian tsunami in 2004 killed hundreds of thousands of people, generated millions of environmental refugees, and led to severe shortages of shelter, food, clean water, and electricity. Yet the tsunami, one of the most extreme catastrophes in recent history, did not lead to an outbreak of resource wars. Clearly then, there is much more to armed conflict than resource scarcity and natural disasters.

### A2: Solvency

#### Water transport is not energy efficient – rail is more cost efficient for commodity trasnport

IATP, 2002, [Institute for Agriculture and Trade Policy, March 20th <http://www.iatp.org/files/MYTH_Barges_are_the_most_fuel_efficient_mode_o.pdf>]

While it may have been true in past decades that water transport, when¶ compared to rail, truck and air transportation, was more energy efficient,¶ recent evidence suggests otherwise. Three factors support this assertion:¶ • Revised estimates of transportation fuel efficiencies show that water transport is¶ less efficient than rail transport.¶ • Barge transport is dependent on truck transport, therefore the combined total¶ should be considered in energy efficiency estimates.¶ • Over the last 20 years, corn and soybeans, two commodities traditionally barged¶ down the Mississippi and shipped to Europe, are increasingly destined for Asia,¶ making rail to the West coast a more energy-efficient option.¶ All three factors call into question the wisdom of an expansion project that¶ would require the investment of millions of taxpayer dollars and jeopardize the¶ ecological integrity of the Mississippi River.

### A2: Soybeans K2 China

#### China is far more reliant on South American soy bean commodities than US

Ferchen 2012 [Matthew, Matt Ferchen is a resident scholar at the Carnegie-Tsinghua Center for Global Policy, where he runs the China and the Developing World program. His research focuses on the governance of China's urban informal economy, debates about the “China Model” of development, and economic and political relations between China and Latin America., China’s Latin American Interests, Carnegie Endownment, 5/6, <http://carnegieendowment.org/2012/04/06/china-s-latin-american-interests/a7av> ]

China-Latin America relations, especially economic ties, have boomed in the last decade. Between 2000 and 2010 China-Latin America trade expanded over 1,500 percent, and between 2008 and 2010 alone China’s investment in the region expanded more than 180 percent. This boom in economic relations has been primarily driven by strong Chinese demand for South American mineral, agricultural, and energy resources like copper, iron ore, soybeans, and oil. At the same time, Latin America has become an important destination for increasing amounts of Chinese manufactured-good exports ranging from modems to motorcycles. While there are other dimensions to the Latin America-China relationship, including a history of Chinese immigration to countries like Cuba and Peru, the recent decade-long surge in relations has been primarily driven by trade and investment ties. Though those ties have also underpinned renewed and strengthened diplomatic relations between China and countries throughout the region, the main binding force remains economic rather than political or ideological. This has fueled a mixture of rising hopes and anxieties among government and business leaders in Latin America. The hopes ride on ever-expanding trade and investment links as well as the possibility that China might prove to be a positive alternative to long-standing American economic and political power in the region. Anxieties are rooted in concerns that the region’s ties to China repeat dysfunctional historical patterns of commodity dependence and a “hollowing out” of local industry in the face of Chinese manufacturing and export prowess.

### A2: Soybeans/Fertilizer Key

#### Too many causes—climate change, biofuels, and speculation

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

Oxfam called on the G20 to fix what it called “the broken food system”. “The G20 persists in failing to address the most important drivers of the food price crisis: increased demand for biofuels, financial speculation on commodities, and climate change,” it said. Mexico has prioritized improving food security, decreasing food price volatility, and increasing agricultural productivity under its G20 presidency. A report, commissioned by President Felipe Calderon, last week urged the G20 to show leadership in multilateral negotiations, strengthen rules on import and export restrictions, as well as on domestic support schemes that distort production incentives.

#### Multiple causes-ethanol and speculation 🡪spikes

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

He called on the G20 to take action to curb speculation and limit the amount of corn diverted to ethanol production, which he said was the driving factors behind food prices rises. “It is possible for the G20 to make stronger statements about the need for changes in biofuel policy and for the need to confine speculative activity to levels that are consistent with well-behaving markets,” he said. “But it is surely important for the G20 to come out clearly on these matters. It would help and one might hope it will become part of the momentum towards both understanding these issues and acting on them.”

## \*\*Economy Advantage\*\*

### A2: Economy Struggling Now

#### The economy is in stable recovery now - four indicators

**Johnson 7/14**

(Robert - director of economic analysis at Morningstar – “Already in a Recession? Not So Fast.” – July 14 2012 - <http://news.morningstar.com/articlenet/article.aspx?id=559974>)

While many commentators define a recession as two negative quarters of GDP growth, the official statisticians look at four metrics: industrial production, retail sales adjusted for inflation, personal income less transfer payments (unemployment, disability, Social Security) adjusted for inflation, and employment. Most of the metrics are currently improving after hitting lower growth rates earlier in 2012. Only retail sales are in a clear downward trend, and that is largely because of falling gasoline prices, which is actually a good thing for the economy.

### A2: Economic Competitiveness

#### US can’t compete – education standards & lack of immigrants

Bartlett, ‘6 [David L., president of the Global Economics Company in Minneapolis, Minnesota, “Building A Competitive Workforce: Immigration And The US Manufacturing Sector,” August 23, http://www.ilw.com/articles/2006,0823-bartlett.shtm]

Shortages of skilled labor constitute the foremost challenge confronting U.S. manufacturers who face growing competition from manufacturers in Asia, Eastern Europe, and elsewhere. Demand for professionals with university degrees is rising as manufacturing becomes increasingly high tech. But the U.S. educational system is not producing enough highly educated native-born manufacturing workers to meet this growing demand. Moreover, the pending retirements of Baby Boom generation workers will further constrain the growth of the manufacturing labor force. Bridging this gap between the supply and demand for skilled workers requires new investments in the U.S. educational system and the formulation of immigration policies that respond to the labor needs of the U.S. economy. Yet current immigration policies, especially since 9/11, have made it more difficult for highly skilled professionals from abroad to enter the United States.

### A2: Economic Collapse

#### No impact to economic decline – empirically proven

**Ferguson, 2006** (Niall, MA, D.Phil., is the Laurence A. Tisch Professor of History at Harvard University. He is a resident faculty member of the Minda de Gunzburg Center for European Studies. He is also a Senior Reseach Fellow of Jesus College, Oxford University, and a Senior Fellow of the Hoover Institution, Stanford University, Foreign Affairs, Sept/Oct)

Nor can economic crises explain the bloodshed. What may be the most familiar causal chain in modern historiography links the Great Depression to the rise of fascism and the outbreak of World War II. But that simple story leaves too much out. Nazi Germany started the war in Europe only after its economy had recovered. Not all the countries affected by the Great Depression were taken over by fascist regimes, nor did all such regimes start wars of aggression. In fact, no general relationship between economics and conflict is discernible for the century as a whole. Some wars came after periods of growth, others were the causes rather than the consequences of economic catastrophe, and some severe economic crises were not followed by wars.

#### US economy doesn’t affect the rest of the world – EU/Sino trade

**Bangkok Post**, 1/25/**08** (HOW IMMUNE IS ASIA, http://www.bangkokpost.com/Business/26Jan2008\_biz33.php

Mr Casali said that despite the global turmoil and worries about the US economy, Asia in recent years has become better insulated through a higher proportion of intra-regional trade and trade with Europe. Today, he says, Chinese exports to the European Union are far more than those to the United States and therefore fears that a US economic setback will hurt regional economies are overblown. ''If you look at the percentage of exports from China into Europe and the US last year, you will see a marked rise and the decline to the US, but in overall terms the percentage of exports from China rose and that is what is the key.''

#### Economic collapse doesn’t cause instability

Fareed Zakaria was named editor of Newsweek International in October 2000, overseeing all Newsweek editions abroad, December 12, 2009, “The Secrets of Stability,” http://www.newsweek.com/2009/12/11/the-secrets-of-stability.html

Others predicted that these economic shocks would lead to political instability and violence in the worst-hit countries. At his confirmation hearing in February, the new U.S. director of national intelligence, Adm. Dennis Blair, cautioned the Senate that "the financial crisis and global recession are likely to produce a wave of economic crises in emerging-market nations over the next year." Hillary Clinton endorsed this grim view. And she was hardly alone. Foreign Policy ran a cover story predicting serious unrest in several emerging markets. Of one thing everyone was sure: nothing would ever be the same again. Not the financial industry, not capitalism, not globalization. One year later, how much has the world really changed? Well, Wall Street is home to two fewer investment banks (three, if you count Merrill Lynch). Some regional banks have gone bust. There was some turmoil in Moldova and (entirely unrelated to the financial crisis) in Iran. Severe problems remain, like high unemployment in the West, and we face new problems caused by responses to the crisis—soaring debt and fears of inflation. But overall, things look nothing like they did in the 1930s. The predictions of economic and political collapse have not materialized at all.

### A2: Jobs

#### Employment is the last economic indicator to improve after a recession – it’s not key to recovery

Rosemary **Peavler** 5-14-09 How economic indicators help, 5-14-9, http://bizfinance.about.com/od/currentevents/a/Economic\_Indicators\_2.htm

If you look back at these economic indicators, you will see a mixed picture for our economy. We have a Gross Domestic Product that fell hard in first quarter 2009 and a Consumer Price Index that also fell in March, after an increase in the previous month. Neither of those statistics are good news. The Producer Price Index also fell so manufacturers are having trouble selling their products. These numbers mean that deflation could be on the horizon. Deflation, or falling prices, during a recession is a troubling sign and could lengthen the recession. We have to look at unemployment, which is still rising. We know from past recessions, however, that unemployment often keeps rising even after a recession reaches its peak and the economy starts to turn around. We need to look at stock prices. We’ve seen an uptick in stock prices in April and May which is always good news. When stock prices go up, it signifies investor confidence. We have to hope that this isn’t a “sucker’s rally,” but a real rally. Stock prices go right along with consumer confidence. The best news in these economic indicators is that consumers are becoming more confident that we are nearing the bottom of this recession and perhaps the economy is going to start getting better. There are other important economic indicators released by a variety of agencies including the Federal Reserve, the Conference Board, the Census Bureau and others, but these are the most important ones.

## \*\*Environment Advantage\*\*

### A2: Environment Solvency

#### Environmental benefits are wrong- net harmful to the environment.

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

Taxpayer and environmental groups have questioned studies citing environmental benefits as a basis for new investments in barge shipping. For instance, groups have disagreed with industry fuel-efficiency calculations, noting that many industry studies have not taken into account technical factors such as the directional constraints of river flow, or “circuity.”61 They argue that the use of a conversion factor to account for circuity creates a more accurate picture of fuel efficiency among various modes. They have also noted that using the fuel efficiency for “unit grain trains” instead of an average for all rail shipping would allow for a more accurate comparison of fuel efficiency between barge and rail shipping.62 Environmental groups also note that inland waterway projects can negatively affect riparian habitat and species by altering natural flows.63 Structural changes to rivers such as locks and dams (which can create sedimentation, increase turbidity, and lead to other reservoir-like effects) and levees (which separate rivers from flood plains) affect the natural state of these bodies of water. Additionally, waterway traffic may also cause bank erosion through wave action. Thus, increased construction and expansion of inland waterways can have negative environmental effects.

ones.

## \*\*Hegemony Advantage\*\*

### A2: Competitiveness

#### Competitiveness is declining because of decreasing traffic not poor technology – no need to update systems

Walker et al 2010 Brad Walker, Glynnis Collins, David Conrad, Christine Favilla, Bill Grant, David Hoskins, Scott Kovarovics, Dawn Merritt, Mark Muller, Julia Olmsted, Brad Redlin, Gwen Steel, and Dr. Don Sweeney, Nicollet Island Coalition, “Big Price- Little Benefit” <http://www.iwla.org/index.php?ht=a/GetDocumentAction/i/2079>, Accessed 6-26-12

As the environmental functions of the rivers have shifted, so have the economic opportunities in agriculture in the Upper Midwest. From 1950 through the late 1970s, the Mississippi River experienced steady growth in agricultural commodities traffic moving down the river via barge. However, since 1980, Mississippi River barge traffic has fluctuated significantly and the overall trend has been less traffic. At one key lock at Alton, Illinois, for example, barge traffic has declined from its peak of 80.5 million tons in 1990 down to 56.3 million tons in 2008.The causes of this transition include significant growth in agricultural production in other parts of the world and less demand than expected from emerging markets like China.

### A2: Heg High

#### Heg low—challengers and economy

Regilme 11 [Santino Regilme, CfP: The Decline of US Hegemony: Emerging Power(s) and the Future of World Politics (ECPR Grad Conference 2012, Proposed Panel), “The Decline of US Hegemony: Emerging Power(s) and the Future of World Politics”, November 30, 2011, http://politicalcogito.wordpress.com/2011/11/30/cfp-the-decline-of-us-hegemony-emerging-powers-and-the-future-of-world-politics-ecpr-grad-conference-2012-proposed-panel/]

Panel Proposal: The Decline of US Hegemony: Emerging Power(s) and the Future of World Politics Since the emergence of the US as the world’s superpower almost 50 years ago, the discourse on its imminent hegemonic decline has been ongoing for quite some time. The advent of non-traditional security threats especially after 9/11 vis-à-vis the deep-seated problems in the American homeland have casted doubts over the tenacity and persistence of US hegemony. This is further complicated, moreover, by the long-standing economic instability in the US-led global political economy. More importantly, the rapid economic growth of China and other emerging powers, traditionally considered as countries from the Global South, has also been quite suggestive of the receding power of American hegemony. Some have even argued that the days of American global dominance could be nearly over, and the most promising candidate to replace it is China (Jacques, 2009).

#### Heg low—budget cuts

Mandelbaum 11 [Michael Mandelbaum, Foreign Affairs, “America's Coming Retrenchment How Budget Cuts Will Limit the United States’ Global Role”, August 9, 2011, http://www.foreignaffairs.com/articles/68024/michael-mandelbaum/americas-coming-retrenchment]

The acrimonious negotiation that produced legislation to raise the American debt ceiling while cutting the federal budget deficit, which President Barack Obama signed on August 2, was an early skirmish in the battle to bring deficits under control. That battle is bound to be protracted, difficult, and contentious, and one of its casualties will be spending on foreign and security policy, which will decline in the years ahead. That will impose new limits on the projection of American power around the world. What a difference a year makes. Only last year, in the May/June issue of Foreign Affairs, I published a review (“Overpowered?”) of three books whose common theme was that the United States was doing far too much beyond its borders. For its own sake and the sake of other countries, the three authors recommended, the country should pursue a more modest foreign policy. Now, as I forecast at the end of that essay, the fiscal condition of the United States will compel the fulfillment of that recommendation -- for better (the general sentiment of the books’ authors) or for worse (my own view). The August 2 legislation calls for $1 trillion in spending cuts over a ten-year period, about $350 billion of which is likely to come from the defense budget. The legislation also mandates a further $1.5 trillion reduction in expenditures in the next decade. If a special Congressional panel cannot agree on the targets of those reductions, an automatic trigger will impose across-the-board budget savings that will lower the Defense Department’s budget by an estimated $600 billion. Even if the triggering mechanism is avoided, spending on defense and on other aspects of U.S. foreign policy will decline over the next decade. The scale of deficit reduction required to put the country on solid fiscal footing is so large that it must involve both limits on Social Security and Medicare, despite the Democrats’ determination to preserve these programs intact, and increases in taxes in some form, despite the Republicans’ determination to prevent this. When Americans are paying more to their government and getting less from it, they will not be as generous in supporting the United States’ global role as they have been in recent decades...

### A2: Heg Solves War

#### Heg doesn’t solve war

Barbara Conry (former associate policy analyst, was a public relations consultant at Hensley Segal Rentschler and an expert on security issues in the Middle East, Western Europe, and Central Asia at the CATO Institute) and Charles V. Pena (Senior Fellow at the Independent Institute as well as a senior fellow with the Coalition for a Realistic Foreign Policy, and an adviser on the Straus Military Reform Project at the CATO Institute) 2003 “47. US Security Strategy” CATO Handbook for Congress, http://www.cato.org/pubs/handbook/hb108/hb108-47.pdf

Another rationale for attempting to manage global security is that a world without U.S. hegemony would soon degenerate into a tangle of chaos and instability, in which weapons proliferation, genocide, terrorism, and other offensive activities would be rampant. Prophets of such a development hint that if the United States fails to exercise robust political and military leadership today, the world is condemned to repeat the biggest mistakes of the 20th century—or perhaps do something even worse. Such thinking is seriously flawed. First, instability in the international system is nothing new, and most episodes do not affect U.S. vital interests. Furthermore, to assert that U.S. global leadership can stave off otherwise inevitable global chaos vastly overstates the power of any single country to influence world events. Indeed, many of the problems that plague the world today, such as civil wars and ethnic strife, are largely impervious to external solutions. There is little to back up an assertion that only Washington’s management of international security can save the world from political, economic, or military conflagration.

#### Empirically proven

Christopher J. Fettweis (Professor of national security affairs @ U.S. Naval War College) 2010 “Threat and Anxiety in US Foreign Policy,” Survival, Volume 52, Issue 2 April 2010 , pages 59 – 82

One potential explanation for the growth of global peace can be dismissed fairly quickly: US actions do not seem to have contributed much. The limited evidence suggests that there is little reason to believe in the stabilising power of the US hegemon, and that there is no relation between the relative level of American activism and international stability. During the 1990s, the United States cut back on its defence spending fairly substantially. By 1998, the United States was spending $100 billion less on defence in real terms than it had in 1990, a 25% reduction.29 To internationalists, defence hawks and other believers in hegemonic stability, this irresponsible 'peace dividend' endangered both national and global security. 'No serious analyst of American military capabilities', argued neo-conservatives William Kristol and Robert Kagan in 1996, 'doubts that the defense budget has been cut much too far to meet America's responsibilities to itself and to world peace'.30 And yet the verdict from the 1990s is fairly plain: the world grew more peaceful while the United States cut its forces. No state seemed to believe that its security was endangered by a less-capable US military, or at least none took any action that would suggest such a belief. No militaries were enhanced to address power vacuums; no security dilemmas drove insecurity or arms races; no regional balancing occurred once the stabilis-ing presence of the US military was diminished. The rest of the world acted as if the threat of international war was not a pressing concern, despite the reduction in US military capabilities. Most of all, the United States was no less safe. The incidence and magnitude of global conflict declined while the United States cut its military spending under President Bill Clinton, and kept declining as the George W. Bush administration ramped the spending back up. Complex statistical analysis is unnecessary to reach the conclusion that world peace and US military expenditure are unrelated.

#### International system resilient – no conflict

Christopher Preble (director of foreign policy studies at the Cato Institute) August 2010 “U.S. Military Power: Preeminence for What Purpose?” http://www.cato-at-liberty.org/u-s-military-power-preeminence-for-what-purpose/

Most in Washington still embraces the notion that America is, and forever will be, the world’s indispensable nation. Some scholars, however, questioned the logic of hegemonic stability theory from the very beginning. A number continue to do so today. They advance arguments diametrically at odds with the primacist consensus. Trade routes need not be policed by a single dominant power; the international economy is complex and resilient. Supply disruptions are likely to be temporary, and the costs of mitigating their effects should be borne by those who stand to lose — or gain — the most. Islamic extremists are scary, but hardly comparable to the threat posed by a globe-straddling Soviet Union armed with thousands of nuclear weapons. It is frankly absurd that we spend more today to fight Osama bin Laden and his tiny band of murderous thugs than we spent to face down Joseph Stalin and Chairman Mao. Many factors have contributed to the dramatic decline in the number of wars between nation-states; it is unrealistic to expect that a new spasm of global conflict would erupt if the United States were to modestly refocus its efforts, draw down its military power, and call on other countries to play a larger role in their own defense, and in the security of their respective regions. But while there are credible alternatives to the United States serving in its current dual role as world policeman / armed social worker, the foreign policy establishment in Washington has no interest in exploring them. The people here have grown accustomed to living at the center of the earth, and indeed, of the universe. The tangible benefits of all this military spending flow disproportionately to this tiny corner of the United States while the schlubs in fly-over country pick up the tab.

### A2: Military Mobility

#### Waterways not required- Military power already solves for US heg.

Posen, ‘6 (Barry R. - Professor of Political Science at the Massachusetts Institute of Technology and a member of its Security Studies Program - “Command of the Commons: The Military Foundation of U.S. Hegemony” - <http://www.mitpressjournals.org/doi/abs/10.1162/016228803322427965>

One pillar of U.S. hegemony is the vast military power of the United States.¶ A staple of the U.S. debate about the size of the post–Cold War defense budget¶ is the observation that the United States spends more than virtually all of the¶ world’s other major military powers combined, most of which are U.S. allies.¶ 7¶ Observers of the actual capabilities that this effort produces can focus on a favorite aspect of U.S. superiority to make the point that the United States sits¶ comfortably atop the military food chain, and is likely to remain there. This article takes a slightly different approach. Below I argue that the United States¶ enjoys command of the commons—command of the sea, space, and air. I discuss how command of the commons supports a hegemonic grand strategy. I¶ explain why it seems implausible that a challenge to this command could arise¶ in the near to medium term. Then I review the arenas of military action where¶ adversaries continue to be able to ªght U.S. forces with some hope of success—¶ the “contested zones.” I argue that in the near to medium term the United¶ States will not be able to establish command in these arenas. The interrelationship between U.S. command of the commons and the persistence of the contested zones suggests that the United States can probably pursue a policy of¶ selective engagement but not one of primacy.¶

#### US military mobility does not require domestic infrastructure

Gardner ’96 (Gregory L. – Major of the School of Advanced Military Studies United States Army Command and General Staff College – “INFRASTRUCTURE, THE FOURTH ELEMENT OF STRATEGIC MOBILITY” - <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA314299>)

Inland waterway traffic in the US provides a redundant mode of transportation for¶ military needs. US highway and rail transportation have the capacity to efficiently haul¶ military commodities that can be transported on inland waterways. However, the military¶ utility of inland waterways is much greater in other areas of the world where highway and¶ rail capabilities are not so robust. In Europe, the major tributaries and canals support a¶ strong commercial transportation economy. The North Atlantic Treaty Organization uses¶ this capability in peacetime and plans for its use in wartime. Inland waterways, while¶ inflexible, are capable ofmoving large quantities ofbulk supplies, such as fuel and¶ ammunition, to make up for shortfalls in other modes oftransportation. Many areas ofthe¶ world which do not possess good highway and rail routes have navigable inland¶ CO¶ waterways that can be used to transport military cargo.

### A2: Sustainability

#### History proves American hegemony is unsustainable.

Christopher Layne (Associate Professor in the Bush School of Government and Public Service at Texas A&M University) 2007 “American Empire: A Debate” p 63

States are ever-vigilant when it comes to maintaining their security because they want to survive as independent players in international politics. Up to a point, therefore, it is a good thing for a state to be powerful. But when a state becomes too powerful, it frightens others; in self-defense, they seek to offset and contain those great powers that aspire to primacy. And the ironclad lesson of history is clear: states that bid for hegemony (primacy) invariably fail.As Henry A. Kissinger has said, "hegemonic empires almost automatically elicit universal resistance, which is why all such claimants have sooner or later exhausted themselves."34Indeed, the history of modern international politics is strewn with the geopolitical wreckage of states that bid unsuccesfully for primacy: The Hapsburg Empire under Charles V, France under Louis XI V and Napoleon, Victorian Britain, Germany under Hitler. By pursuing a strategy of primacy, the United States today risks the same fate that has befallen other great powers that have striven to dominate the international political system.

#### U.S. Heg unsustainable

Hamraie 11(James, Emory Senior student, “U.S. Hegemony is Unsustainable”, Emory Political Review, August 11, http://www.students.emory.edu/EPR/UsHegUnsust.html)

Economic woes have affected the ability of the United States to maintain its supremacy. The recent financial crises, the erosion of U.S. competitiveness in business and education, and the declining purchasing power of the dollar have created domestic turmoil and dented the leading view of U.S. dominance among international allies. These factors, coupled with dependence on foreign oil and energy resources, are weakening U.S. flexibility and allowing foreign nations with exploding economies, such as China and India, to close the gap. For example, if China’s booming growth continues, then China’s total GDP would be 2.5 times that of the United States. A weaker economy has high domestic dissatisfaction contributing to a greater urgency to focus on national issues instead of international affairs. It is essential for the United States to maintain its flexibility in international involvement and conflict resolution because it lends the impression that the U.S. does not have its hands tied and that the U.S. military is still extremely powerful. A strong economy also lessens the amount of domestic spending on social services and foundation-level economic stimulus and allows for greater allocation of resources into research and development of new military technologies and upkeep of military supplies. Both of these factors are essential for conventional combat readiness and warfare, and allow the U.S. armed forces to sustain their lead over other nations. Diplomatic woes arise from the United States’ diminished image. Although the War on Terror initially forged alliances and international sympathy, the unilateral policy decisions, human rights abuses, and exceptionalism that followed transformed the perception of the United States from a benevolent world power to an international bully willing to neglect multilateral solutions in favor of ad-hoc cowboy diplomacy. The abuses of Abu Ghraib, arguments over the Kyoto Protocol and global warming, and the invasion of Iraq are only a few examples of policies that have spurred heavy disdain and lasting animosity with both allies and hostile nations. Although Obama’s election has caused many foreign countries to begin changing their attitude towards the United States and public polls have illustrated a stronger approval rating of the United States, there are still major issues that need to be settled. The U.S. has failed to take concrete action on a majority of issues that the international community has been asking the United States to follow through on for over a decade. These include the ratification of the Comprehensive Test Ban Treaty, the Law of the Sea Treaty, and the Rome Statute of the International Criminal Court. Being a world leader requires more than raw power. Sustaining alliances and goodwill with other nations is essential. Additionally, if the United States can convince other nations to comply with its wishes, it can lower the costs of shaping the global stage to reflect its interests. This arrangement, coupled with the evolving balance of power, can cause other nations to support the U.S. and oppose its potential challengers. For instance, the changing security dynamics in East Asia show that self-interest is spurring countries to be less willing to oppose neighbors on important issues or strategic circumstances. This is due to a fear of losing economic and trading ties, despite a long history of cooperation and positive relations with the United States. Imperial overstretch, domestic costs of forward deployment, fighting capability, and overburdening security and humanitarian commitments has caused a decline in military power, the lifeline of U.S. global dominance. The growing strength of foreign militaries exacerbates the effect of these problems. The post-Cold War apex of American power has begun to erode while other nations with larger populations are training substantial military forces with increasingly sophisticated technology. Recent events illustrate the implication of these factors on the decline of U.S. power and the growing strength of potential global rivals. India and China are economic powerhouses, whose growth has allowed for greater modernization. Despite the military edge currently held by the U.S., domestic sentiment has drifted away from an overwhelming focus on defense spending since the invasion of and subsequent public backlash from Operation Iraqi Freedom. Additionally, China’s expanding naval forces, such as the nuclear-armed submarines, are lessening the effect of U.S. nuclear supremacy and first-strike leverage. Furthermore, in other important global regions, Brazil is vying for regional hegemony, China is building security and economic ties with African nations, and Russia is legitimizing interventionist policies with the invasion of Georgia and fiery rhetoric over national expansion and national missile defense.

### A2: Threats Now

#### No credible threats now

Doug Bandow (senior fellow at the Cato Institute. He is a former special assistant to President Reagan) January 2010 “Military Spending — For What?” http://www.cato.org/pub\_display.php?pub\_id=11143

The United States dominates the globe militarily. The threats facing America pale compared to its capabilities. Why, then, is Washington spending so much on the military? In 2010 the U.S. will spend roughly $700 billion on the military. This is an increase of 2 percent (after inflation) from the Obama administration's original nonwar defense budget of $534 billion. Despite initial plans for zero growth in defense spending in coming years, there are rumors that the Department of Defense will receive a 2 percent increase in real outlays through 2015. Still, some conservatives want to enshrine a military buildup in a law mandating fixed outlays at 4, 5 or even 6 percent of gross domestic product. Hawks focus on the percentage of GDP going to the military — currently about 4.4 percent — since that figure has fallen over the years. America spends more inflation- adjusted dollars on the military today than at any time since the end of World War II. Figured in 2000 dollars, the U.S. devoted $774.6 billion to the military in 1945, the final year of World War II. In 1953, the final year of the Korean War, military outlay ran to $416.1 billion. Expenditure during the Vietnam War peaked at $421.3 billion in 1968. By contrast, in 2010 — even before the Afghan surge and other unplanned expenditure — the administration expected to spend $517.8 billion. That's more than during the lengthy, but often warm, Cold War. Expenditure as a percentage of GDP has fallen because the U.S. economy has grown. GDP in 2010 (in 2000 dollars) will run to about $11.7 trillion. That is almost twice as much as in 1986, more than three times as much as in 1968, and nearly six times as much as in 1953. Military outlay should be tied to threats, not economic growth. Can anyone credibly claim the military threat facing America is two, three, or six times as great today as during those years? Today the U.S. does not face a significant military threat. As Colin Powell famously declared in 1991 when chairman of the Joint Chiefs of Staff: "I'm running out of enemies. I'm down to Castro and Kim Il Sung." The U.S. has no great power enemies. Relations with China and Russia are at times uneasy, but not confrontational, let alone warlike. Washington is allied with every other industrialized state. America possesses the most sophisticated nuclear arsenal and the most powerful conventional force. Washington's reach exceeds that of Rome and Britain at their respective peaks. Other nations, most notably China, are stirring, but it will take years before they match, let alone overtake, the U.S. Even subtracting the costs of the Afghanistan and Iraq wars leaves American military outlay around five times that of China and 10 times that of Russia. Combine a gaggle of adversaries, enemies and rogues — Burma, Cuba, Iran, North Korea, Syria — and the U.S. spends perhaps 25 times as much. The United States is not alone. The European Union has 10 times the GDP and three times the population of Russia. Military outlay by the U.S. plus its NATO allies accounts for about 70 percent of world military spending. Add in America's other allies and friends, such as South Korea, and the total share of global military outlay hits 80 percent. In short, Washington spends what it spends not to defend America but to maintain the ability to overpower other nations. But it will become increasingly expensive for America to preserve the ability to attack countries like China. Terrorism remains a pressing security threat. However, terrorist attacks, though horrid, do not pose an existential danger. Al-Qaida is no replacement for Nazism and Communism, nuclear-topped ICBMs and armored divisions. Nor is traditional military force the best way to combat terrorism. Indeed, foreign intervention often promotes terrorism, like swatting a hornet's nest. America's military spending is determined by its foreign policy. America's commitments are a matter of choice. They don't make sense today. Engagement is good, but military force is not the only form of engagement. And any international involvement must balance costs and benefits. Adjusting commitments would allow a vastly different, and less expensive, force structure. The U.S. could make significant cuts and still maintain the globe's strongest and most sophisticated military — one well able to defend Americans.

#### Western alliances ensure no violent overturning of the current liberal order

John Ikenberry (professor of Politics and International Affairs at Princeton University) January/February 2008 “The Rise of China and the Future of the West Can the Liberal System Survive?” Foreign Affairs

Second is the coalition-based character of its leadership. Past orders have tended to be dominated by one state. The stakeholders of the current Western order include a coalition of powers arrayed around the United States -- an important distinction. These leading states, most of them advanced liberal democracies, do not always agree, but they are engaged in a continuous process of give-and-take over economics, politics, and security. Power transitions are typically seen as being played out between two countries, a rising state and a declining hegemon, and the order falls as soon as the power balance shifts. But in the current order, the larger aggregation of democratic capitalist states -- and the resulting accumulation of geopolitical power -- shifts the balance in the order's favor. Third, the postwar Western order has an unusually dense, encompassing, and broadly endorsed system of rules and institutions. Whatever its shortcomings, it is more open and rule-based than any previous order. State sovereignty and the rule of law are not just norms enshrined in the United Nations Charter. They are part of the deep operating logic of the order. To be sure, these norms are evolving, and the United States itself has historically been ambivalent about binding itself to international law and institutions -- and at no time more so than today. But the overall system is dense with multilateral rules and institutions -- global and regional, economic, political, and security-related. These represent one of the great breakthroughs of the postwar era. They have laid the basis for unprecedented levels of cooperation and shared authority over the global system. The incentives these features create for China to integrate into the liberal international order are reinforced by the changed nature of the international economic environment -- especially the new interdependence driven by technology. The most farsighted Chinese leaders understand that globalization has changed the game and that China accordingly needs strong, prosperous partners around the world. From the United States' perspective, a healthy Chinese economy is vital to the United States and the rest of the world. Technology and the global economic revolution have created a logic of economic relations that is different from the past -- making the political and institutional logic of the current order all the more powerful. ACCOMMODATING THE RISE The most important benefit of these features today is that they give the Western order a remarkable capacity to accommodate rising powers. New entrants into the system have ways of gaining status and authority and opportunities to play a role in governing the order. The fact that the United States, China, and other great powers have nuclear weapons also limits the ability of a rising power to overturn the existing order. In the age of nuclear deterrence, great-power war is, thankfully, no longer a mechanism of historical change. War-driven change has been abolished as a historical process.

### A2: Unipolarity

#### Multipolarity is inevitable in a world of either American hegemony or withdrawal – engagement fosters a violent war-filled transition.

Christopher Layne (Associate Professor in the Bush School of Government and Public Service at Texas A&M University) 2006 “The Peace of Illusions” p 190

Advocates of hegemony claim that it is illusory to think that the United States can retract its military power safely from Eurasia. The answer to this assertion is that the risks and costs of American grand strategy are growing, and the strategy is not likely to work much longer in any event. As other states—notably China—rapidly close the gap, U.S. hegemony is fated to end in the next decade or two regardless of U.S. efforts to prolong it. At the same time, understandable doubts about the credibility of U.S. security guarantees are driving creeping re-nationalization by America's Eurasian allies, which, in turn, is leading to a reversion to multipolarity. In this changing geopolitical context, the costs of trying to hold on to hegemony are high and going to become higher. Rather than fostering peace and stability in Eurasia, America's military commitments abroad have become a source of insecurity for the United States, because they carry the risk of entrapping the United States in great power Eurasian wars.

## \*\*Terrorism Advantage\*\*

### A2: Attacks on Waterways

#### Terrorists won’t conduct a maritime attack – scarce targets and easier land options.

Breanne Wagner, November 2007, staff writer, National Defense, “License to Boat?,” Vol. 92 Issue 648, p. 24, Ebsco Host

\*\*\*cites CRS analysts Paul Pariomak & John Frittelli, experts on maritime terrorism\*\*\*

In the CRS report, analysts Paul Pariomak and John Frittelli said that increased govern-ment efforts, along with specific challenges to terrorists on U.S. seas, might prevent per-petrators from attempting a waterborne attack. Terrorists face more obstacles to maritime attacks than land attacks, the report said. This is because sea targets are more scarce than land targets , surveillance at sea provides less cover and ocean conditions make an attack scenario somewhat unpredictable , said Navy Capt .James Pelkofski, according to the report." Although a successful attack on U.S. mar-itime targets would likely satisfy certain objectives of known international perpetra –tors such as al-Qaida, tactical uncertainties and security deterrents may lead terrorist planners to turn their attention elsewhere," Parfomak and Frittelli wrote. They point out that since1997, less than one percent of global attacks involved sea targets .

#### It’s not visible enough – no motivation.

Catherine Z. Raymond, 2-9-2006, Associate Research Fellow at the Institute of Defense and Strategic Studies, Nanyang Technological University, Singapore, "The Threat of Maritime Terrorism in the Malacca Straits," Global Terrorism Analysis, Vol. 4 Issue 3, <http://www.jamestown.org/terrorism/news/article.php?articleid=2369896>

ASG and MILF traditionally operate within their locality of the Philippines and its surrounding archipelagic waters; it would be uncharacteristic of them to carry out an attack on shipping in the Malacca Straits. This is related to the fact that they are both separatist groups, with the aim of establishing an independent Islamic state in the Philippines. Therefore, their targets tend to be either located within the country, or closely associated with it. GAM is also a separatist group and while there may be some overlap in terms of its area of operations and the Malacca Straits, its targets have traditionally included the Indonesian military and security forces. In addition, GAM has just signed a peace agreement with the Indonesian government, which includes the disarmament and demobilization of its 3000 fighters (PNG Post-Courier, August 23, 2005). Through this process of elimination, the group that would appear to be the only real threat to shipping in the Malacca Straits is JI. The group has shown an interest in attacking shipping in the Straits and vessels visiting Changi Naval Base in Singapore and is suspected of developing more expertise in this area. Its maritime capability, however, remains underdeveloped when compared to its land capability. Attacks against targets in the maritime domain would require specialized equipment and skills; depending on the target, they may also require knowledge of shipping patterns, boat operation and maintenance, and boarding techniques. This explains the predictions of a piracy-terrorism nexus, of which there is still no evidence. Various explanations have been proffered as to why there is still no sign of any cooperation between pirates and terrorists. One explanation is that the majority of those committing acts of piracy in the Malacca Straits are largely un-organized petty-criminals who use piracy as a way of supplementing their inadequate income. These small groups and individuals may not be willing to cooperate with terrorists who, through their high-profile activities, may trigger a complete crackdown on all maritime crime. Carrying out an attack in the maritime domain also presents a number of difficulties that are not encountered on land. First, if the aftermath of an attack is to be captured by the media, which is often the wish of a terrorist group, then the attack needs to be carried out close to land. This then considerably compresses the theater of operations, as only coastal areas and ports would be suitable. Second, surveillance at sea of potential targets offers less cover and concealment than on land and entails the same environmental challenges as any maritime activity.

#### No means for large attack – it’s all speculation.

Janes Intelligence Review, 2006 “maritime Terrorism: the threat in context”

Does the concern about the potential for large-scale maritime terrorism match the reality of the threat? A lack of necessary skills and the practical difficulties facing terrorists attempting to operate in the maritime sphere may render many of the nightmare scenarios feared by governments and port authorities unlikely. Martin Murphy reports. An accurate assessment of the current nature and scope of the global maritime terrorist threat should be driven by an assessment of what is probable, rather than merely possible. However, sober analysis of this issue has been clouded amid the anxiety created by the current global security climate, with much discussion turning on the notion that terrorists could potentially strike any target with virtually any means available. While the 11 September 2001 attacks on the US demonstrated the willingness of a new generation of Islamist militants to conduct mass-casualty attacks, conceptually it was not very different from other terrorist 'spectaculars'. There was no fundamental innovation in terrorist methods and the attacks did not herald a significant change of direction. Rather, they built on the steady standards of terrorist tactics: surprise and simplicity, executed by means of known and straightforward technology. In the 11 September 2001 attacks, it was the scale, audacity and, once it became apparent, the international reach of the group behind it, which surprised many. These elements led observers to look for other possible scenarios where acts on a similar scale could be carried out. The sea certainly offers scale, and it is not surprising that some of this speculation has focused on the maritime domain. Two main reasons are put forward as to why terrorists might mount attacks on water: the high seas are an unregulated space that, in the case of weak states that are unable to police their territorial waters effectively, extends right up to coast; and that few terrorist incidents have occurred at sea and therefore it is the turn of ships and seafarers to provide the next vehicle and set of victims. Such speculation has fallen into two broad categories: large ships as weapons, and ships as delivery vehicles for weapons.

### A2 Bioterrorism

#### Bioterrorism is exaggerated – won’t cause extinction.

Arms Control Center, 1-26-2010, Scientists Working Group on Biological and Chemical Weapons, report in response to the Graham-Talent Commission report on the Prevention of WMD Proliferation and Terrorism, Center for Arms Control and Non-Proliferation, “Biological threats: a matter of balance,” Lexis Nexis

• The bioterrorist threat has been greatly exaggerated. • New bioweapons assessments are needed that take into account the complex set of social and technical issues that shape bioweapons development and use by state and non-state actors, and that focus on more plausible threats than the worst-case scenarios that have largely driven discussion to date. • Continuing to emphasize and spend billions of dollars on measures to specifically counter bioterrorist threat scenarios distorts our national understanding of the important issues in public health, and diverts scarce scientific talent and resources away from more pressing public health and natural disease threats. • While it has been argued that spin-offs from biodefense programs contribute to countering natural diseases, the converse is more likely: direct targeting of effort and expenditure on natural disease threats would provide much greater public health benefit, and spin-offs from these programs would significantly strengthen resistance to bioterrorism. • Bioterrorist threats need to be seen and addressed within a wider public health context--as just one of the many possible ways in which infectious agents may harm human, animal, and plant health How Serious is the Bioterrorist Threat? • Beginning in the early 1990s, an increasing amount was written about the threat of bioterrorism. Prior to 2001 most examples of “bioterrorism” were in fact hoaxes or were only tenuously related to actual threats, with the single exception of the use of Salmonella to contaminate salad bars in Oregon in 1984. Much was made of the Japanese group Aum Shinrykio’s unsuccessful attempts to use anthrax and botulinum toxin without drawing the simple and obvious lesson that achieving success in such attempts is difficult. The 2001 anthrax letters were seen as validating large scale and catastrophic threat scenarios, despite the very real difficulties that isolated individuals or small groups would have had in making such material. By the time the source of those letters was identified in August 2008 as a government laboratory with capabilities vastly in excess of those of any terrorist organization, biodefense programs costing tens of billions of dollars were already established, producing a potent and vocal constituency for continued and increased funding. • Offensive, including terrorist, use of biological agents presents major technical problems. This is why the Soviet Union, United States, United Kingdom and others needed to spend vast sums for decades in order to research and develop biological weapons. Even then the results were considered an unreliable form of warfare, and there was little opposition to their elimination by international agreement (indeed the US unilaterally eliminated its biological weapons stockpiles). • Fictional bioterrorism exercises such as Atlantic Storm and Dark Winter routinely used unrealistic values for critical parameters and were unrealizable by putative perpetrators. They tended to gloss over the very real problems involved in acquiring, growing and disseminating smallpox virus on a sufficient scale to represent a major threat. They also posited unreasonable assumptions about issues such as the rate of disease spread, which skewed the outcomes towards inflated and unlikely results.

### A2: Nuclear Terrorism

#### No nuclear terrorism – statistically insignificant cumulative probability.

John Mueller, 2010, Woody Hayes Chair of National Security Studies, Mershon Center, and is professor of Political Science, at Ohio State University, “Atomic Obsession: Nuclear Alarmism from Hiroshima to Al Qaeda,” p. 187-90

Assigning a probability that terrorists will be able to overcome each barrier is, of course, a tricky business, and any such exercise should be regarded as rather tentative and exploratory, or perhaps simply as illustrative-though it is done all the time in cost-benefit analysis. One might begin a quantitative approach by adopting probability estimates that purposely, and heavily, bias the case in the terrorists' favor. In my view, this would take place if it is assumed that the terrorists have a fighting chance of 50 percent of overcoming each of the 20 obstacles displayed in Table 13-1, though for many barriers, probably almost all, the odds against them are surely much worse than that. Even with that generous bias, the chances that a concerted effort would be successful comes out to be less than one in a million, specifically 1,048,576. Indeed, the odds of surmounting even seven of the 20 hurdles at that unrealistically, even absurdly, high presumptive success rate is considerably less than one in a hundred. If one assumes, somewhat more realistically, that their chances at each barrier are one in three, the cumulative odds they will be able to pull off the deed drop to one in well over three billion specifically 3.486,784,401. What they would be at the (still entirely realistic) level of one in ten boggles the mind. One could also make specific estimates for each of the hurdles, but the cumulative probability statistics are likely to come out pretty much the same-or even smaller. There may be a few barriers, such as numbers 13 or absolute loyalty trump the one oftechnical competence. This would increase the chances that the bomb-making enterprise would go undetected, while at the same time decreasing the likelihood that it would be successful. However, given the monumentality of the odds confronting the would-be atomic terrorist, adjustments for such issues are scarcely likely to alter the basic conclusion. That is, if one drastically slashed the one in 3.5 billion estimate a thousandfold, the odds of success would still be one in 3.5 million. Moreover, all this focuses on the effort to deliver a single bomb. If the requirement were to deliver several, the odds become, of course, even more prohibitive. Getting away from astronomical numbers for a minute, Levi points out that even if there are only ten barriers and even if there were a wildly favorable 80 percent chance of overcoming each hurdle, the chance of final success, following the approach used here, would only be 10 percent. Faced even with such highly favorable odds at each step, notes Levi, the wouldbe atomic terrorist might well decide "that a nuclear plot is too much of a stretch to seriously try." Similarly, Jenkins calculates that even if there are only three barriers and each carried a 50/50 chance of success, the likelihood of accomplishing the full mission would only be 12.5 percent.14 Odds like that are not necessarily prohibitive, of course, but they are likely to be mind-arrestingly small if one is betting just about everything on a successful outcome. Multiple Attempts The odds considered so far are for a single attempt by a single group, and there could be multiple attempts by multiple groups, of course. Although Allison considers al-Qaeda to be "the most probable perpetrator" on the nuclear front, he is also concerned about the potential atomic exploits of other organizations such as Indonesia's Jemaah Islamiyah, Chechen gangsters, Lebanon's Hezbollah, and various doomsday cults. IS However, few, if any, groups appear to have any interest whatever in striking the United States except for al-Qaeda, an issue to be discussed more fully in the next chapter. But even setting that consideration aside, the odds would remain long even with multiple concerted attempts.16 If there were a hundred such efforts over a period of time, the chance at least one of these would be successful comes in at less than one in over 10,000 at the one chance in two level. At the far more realistic level of one chance in three, it would be about one in nearly 35 million. If there were 1,000 dedicated attempts, presumably over several decades, the chance of success would be worse than one in a thousand at the SO/50 level and one in nearly 3.5 million at the one in three level.I7 Of course, attempts in the hundreds are scarcely realistic, though one might be able to envision a dozen or so. Additionally, if there were a large number of concerted efforts, policing and protecting would presumably become easier because the aspirants would be exposing themselves repeatedly and would likely be stepping all over each other in their quest to access the right stuff. Furthermore, each foiled attempt would likely expose flaws in the defense system, holes the ...,. defenders would then plug, making subsequent efforts that much more dif• ficult. For example, when the would-be peddler of a tiny amount of pur loined highly enriched uranium was apprehended in 2006, efforts were made to trace its place of origin using nuclear forensics. IS ." Also, the difficulties for the atomic terrorists are likely to increase over time because of much enhanced protective and policing efforts by ... self-interested governments. Already, for example, by all accounts Russian nuclear materials are much more adequately secured than they were 10 or ~, .-s 15 years ago.19

#### Too many obstacles to overcome – even if overcoming isn’t impossible – even generous odds ensure the chances of success are 1 in 3 billion statistically – small enough to vote on presumption

John Mueller, 2010, Woody Hayes Chair of National Security Studies, Mershon Center, and is professor of Political Science, at Ohio State University, “Atomic Obsession: Nuclear Alarmism from Hiroshima to Al Qaeda,” p. 197-8

As Allison appropriately points out, it is important to consider not only the likelihood that an event will take place but also its consequences. Therefore, one must be concerned about catastrophic events even if their likelihood is small.33 At some point, however, probabilities, become so low that, even for catastrophic events, it begins to make sense to ignore, or at least to backburner, them: the risk becomes "acceptable:' Consider the odds that a wheel on a speeding automobile will suddenly shear off. That horror is surely"not impossible;' yet legions of motorists effectively find it so improbable that they are routinely willing to risk their lives that it will not happen-it is, in short, an acceptable risk. The British could at any time attack the United States with their submarine-launched missiles and kill millions of Americans-far more than even the most monumentally gifted and lucky terrorist group. Yet the risk that this potential (and fully possible) calamity might take place evokes little concern; essentially, it is "accepted:' Meanwhile, Russia, with whom the United States enjoys a rather strained relationship, could at any time do vastly more damage with its nuclear weapons, a fully imaginable calamity that goes substantially ignored. In constructing what he calls "a case for fear," Cass Sunstein notes that if there is a yearly probability of one in 100,000 that terrorists could launch a nuclear or massive biological attack, the risk would cumulate to one in 10,000 over 10 years and to one in 5,000 over 20 years. These odds, he suggests, are "not the most comforting:'34 Comfort, ofcourse, lies in the viscera of those to be comforted, and, as he suggests, many would probably h~ difficulty settling down with odds like that. But there must be some point at which the concerns even of these people would ease. Just perhaps it is at some of the levels suggested here: one in a million or one in three billion per attempt. The same consideration holds for Vice President Dick Cheney's "one percent doctrine:' A top CIA analyst late in 2001 told him that al-Qaeda probably did not have a nuclear weapon, but that he couldn't "assure yoo that they don't:' To this, Cheney replied, "If there's a one percent chance that they do, you have to pursue it as if it were true:'35 Cheney'S observation : is a somewhat confused, but effective, way of saying that one should t:ake low probability events that could have an exceedingly high impact very seriously indeed. And a one percent chance of a terrorist atomic attack would dearly fit into that category. It's just that the chances, while perhaps not zero, .:: do not seem to be anywhere remotely near one percent. It's not that they are necessarily one in 3.5 billion, but they aren't anything like one in ten, one in a hundred, or one in a thousand. Perhaps, in fact, they are comparable to, or even lower than, those for a thermonuclear attack from Russia.’

#### They can’t get it from anyone else.

John Mueller, 2010, Woody Hayes Chair of National Security Studies, Mershon Center, and is professor of Political Science, at Ohio State University, “Atomic Obsession: Nuclear Alarmism from Hiroshima to Al Qaeda,” p. 163-5

One route a would-be atomic terrorist might take would be to be given or sold a bomb by a generous like-minded nuclear state for delivery abroad. This is highly improbable, however, because there would be too much risk, even for a country led by extremists, that the ultimate source of the weapon would be discovered. As one prominent analyst, Matthew Bunn, puts it, "A dictator or oligarch bent on maintaining power is highly unlikely to take the immense risk of transferring such a devastating capability to terrorists they cannot control, given the ever-present possibility that the material would be traced back to its origin." Important in this last consideration are deterrent safeguards afforded by "nuclear forensics;' the rapidly developing science (and art) of connecting nuclear materials to their sources even after a bomb has been exploded.6 An indication of the natural sensitivity of governments on this issue can be found in the experience of the Pakistani journalist Hamid Mir. In an interview conducted as al-Qaeda's position in Afghanistan was about to be overrun, Osama bin Laden contended to Mir that al-Qaeda possessed chemical and nuclear weapons (this episode is assessed more fully in chapter 14). According to Mir, the Pakistani government told him "not to mention the nuclear weapon under any circumstance because the Americans might think Pakistan had sold it" to bin Laden.7 Although the Pakistanis appear to have gotten the point on their own, it was presumably hammered home a bit later in that year when CIA Director George Tenet flew to the country in part to inform Pakistan's president, with a notable absence of diplomatic subtlety, "You cannot imagine the outrage there would be in my country if it were learned that Pakistan is coddling scientists who are helping Bin Ladin acquire a nuclear weapon. Should such a device ever be used. the full fury of the American people would be focused on whoever helped al-Qa'ida in its cause."8 Moreover, there is a very considerable danger to the donor that the bomb (and its source) would be discovered even before delivery or that it would be exploded in a manner and on a target the donor would not approve-including on the donor itself. Another concern would be that the terrorist group might be infiltrated by foreign intelligence.9 It is also worth noting that, although nuclear weapons have been around now for well over half a century, no state, thus far at least, has ever given another state-even friendly allies-a nuclear weapon (or a chemical, biological, or radiological one either, for that matter) that the recipient could use independently, though there have been cases of state-to-state assistance with nuclear programs. For example, during the cold war, North Korea tried to acquire nuclear weapons from its close ally, China, and was firmly refused. 10 There could be some danger that terrorists would be aided by private (or semiprivate) profiteers, like the network established by Pakistani scientist A. Q. Khan. However, Khan's activities were easily penetrated by intelligence agencies (the CIA, it is very likely, had agents within the network), and the operation was abruptly closed down when it seemed to be the right time. And although the Khan case is understandably unsettling, it did not, as analyst Michael Levi notes, "involve nuclear weapons or explosive materials, the most sensitive part of the Pakistani nuclear program." Moreover, the aid he tendered was entirely to states with return addresses whose chief aim in possessing nuclear weapons would be to deter (or to gain prestige). As with previous examples of state-to-state assistance, Khan did not aid stateless terrorist groups whose goal presumably would be actually to set the weapons off. 11 In addition, al-Qaeda-the chief demon group and the only one that has claimed to see value in striking the United States-is unlikely to be trusted by just about anyone. As one observer has pointed out, the terrorist group's explicit enemies list includes not only Christians and Jews, but all Middle Eastern regimes; Muslims who don't share its views; most Western countries; the governments of India, Pakistan, Afghanistan, and Russia; most news organizations; the United Nations; and international NGOs. Most of the time it didn't get along aU that well even with its host in Afghanistan, the TaIiban government. And, although there is concern that a re-Talibanized Afghanistan would facilitate an al-Qaeda bomb program, the main TaIiban elements are strongly opposed to foreign fighters like al-Qaeda and have reportedly sought to distance themselves from the terrorist group, in part to ingratiate themselves with bin Laden's numberone enemy, Saudi Arabia, whose support they would need if they ever tried again to run Afghanistan.12

### A2: Retaliation

#### No public pressure – they accept terrorism as inevitable no pressure – crackdown would be domestic.

Ian Bremmer, 9-13-2004, New Statesman, “Suppose a new 9/11 hit America”

What would happen if there were a new terrorist attack inside the United States on 11 September 2004? How would it affect the presidential election campaign? The conventional wisdom is that Americans - their patriotic defiance aroused - would rally to President George W Bush and make him an all but certain winner in November. But consider the differences between the context of the original 9/11 and that of any attack which might occur this autumn. In 2001, the public reaction was one of disbelief and incomprehension. Many Americans realised for the first time that large-scale terrorist attacks on US soil were not only conceivable; they were, perhaps, inevitable. A majority focused for the first time on the threat from al-Qaeda, on the Taliban and on the extent to which Saudis were involved in terrorism. This time, the public response would move much more quickly from shock to anger; debate over how America should respond would begin immediately. Yet it is difficult to imagine how the Bush administration could focus its response on an external enemy. Should the US send 50,000 troops to the Afghan-Pakistani border to intensify the hunt for Osama Bin Laden and 'step up' efforts to attack the heart of al-Qaeda? Many would wonder if that wasn't what the administration pledged to do after the attacks three years ago. The president would face intensified criticism from those who have argued all along that Iraq was a distraction from 'the real war on terror'. And what if a significant number of the terrorists responsible for the pre-election attack were again Saudis? The Bush administration could hardly take military action against the Saudi government at a time when crude-oil prices are already more than $45 a barrel and global supply is stretched to the limit. While the Saudi royal family might support a co-ordinated attack against terrorist camps, real or imagined, near the Yemeni border - where recent searches for al-Qaeda have concentrated - that would seem like a trivial, insufficient retaliation for an attack on the US mainland. Remember how the Republicans criticised Bill Clinton's administration for ineffectually 'bouncing the rubble' in Afghanistan after the al-Qaeda attacks on the US embassies in Kenya and Tanzania in the 1990s. So what kind of response might be credible? Washington's concerns about Iran are rising. The 9/11 commission report noted evidence of co-operation between Iran and al-Qaeda operatives, if not direct Iranian advance knowledge of the 9/11 hijacking plot. Over the past few weeks, US officials have been more explicit, too, in declaring Iran's nuclear programme 'unacceptable'. However, in the absence of an official Iranian claim of responsibility for this hypothetical terrorist attack, the domestic opposition to such a war and the international outcry it would provoke would make quick action against Iran unthinkable. In short, a decisive response from Bush could not be external. It would have to be domestic. Instead of Donald Rumsfeld, the defence secretary, leading a war effort abroad, Tom Ridge, the homeland security secretary, and John Ashcroft, the attorney general, would pursue an anti-terror campaign at home. Forced to use legal tools more controversial than those provided by the Patriot Act, Americans would experience stepped-up domestic surveillance and border controls, much tighter security in public places and the detention of a large number of suspects. Many Americans would undoubtedly support such moves. But concern for civil liberties and personal freedom would ensure that the government would have nowhere near the public support it enjoyed for the invasion of Afghanistan.

#### Any move for retaliation is posturing – Obama won’t follow through.

Michael Crowley, January 2010, Senior Editor the New Republic, “Obama and Nuclear Deterrence,” <http://www.tnr.com/node/72263>

The Los Angeles Times ran an important story yesterday about the Obama administration's Nuclear Posture Review, which evaluates U.S. policy towards the use of nuclear weapons. Apparently there's a debate inside the administration--one that is splitting the civilians from the generals--not just about the size of our nuclear stockpile but also how we conceive of possible first-strike and retaliatory policies. A core issue under debate, officials said, is whether the United States should shed its long-standing ambiguity about whether it would use nuclear weapons in certain circumstances, in hopes that greater specificity would give foreign governments more confidence to make their own decisions on nuclear arms. Some in the U.S. argue that the administration should assure foreign governments that it won't use nuclear weapons in reaction to a biological, chemical or conventional attack, but only in a nuclear exchange. Others argue that the United States should promise that it would never use nuclear weapons first, but only in response to a nuclear attack. As the story notes, some experts don't place much weight on how our publicly-stated doctrine emerges because they don't expect foreign nations to take it literally. And the reality is that any decisions about using nukes will certainly be case-by-case. But I'd still like to see some wider discussion of the underlying questions, which are among the most consequential that policymakers can consider. The questions are particularly vexing when it comes to terrorist groups and rogue states. Would we, for instance, actually nuke Pyongyang if it sold a weapon to terrorists who used it in America? That implied threat seems to exist, but I actually doubt that a President Obama--or any president, for that matter--would go through with it.

### A2: Solvency

#### Underwater surveillance successful now – deters a terror attack

Winslow, ‘11 [Lance, Business Consultant, Philanthropist, ”Underwater Robotics and Policing Tech Considered”, <http://ezinearticles.com/?Underwater-Robotics-and-Policing-Tech-Considered&id=6736445>]

After 9/11, think tanks around the country got together to figure out how to protect our infrastructure and our country from future attacks. We tried to consider where the terrorists might try to hit us, and what methods they might use to attack. Indeed, I happen to run a think tank which operates online, and one of the things we were worried about is the incredible number of waterways that terrorists might have access to in order to get close to their destination to create a terrorist act.¶ There was an interesting article recently in the New York Times on December 5, 2011 titled; "Underwater Drones Giving More Eyes to Police Harbor Unit as Searches Grow," by Al Baker, which stated that when President Obama was recently visiting:¶ "The NYC Police Harbor Unit & Secret Service went over locations sweeping for bombs, then cleared, and guarded. This underwater security shows an increasing reliance on a new tactical weapon for the police: an unmanned submersible drone, remote-operated vehicle, or ROV. The Police Harbor Unit has 6 of these underwater drones, similar to those in use by the United States military and by oil companies with offshore operations."¶ It is very smart and wise for police forces, and the federal government be thinking here. Our US Coast Guard, and U.S. Navy also work very hard to protect our ports and military bases, as well they should. Being able to know what is under the water is of supreme value. It will also help us find polluters, and potential sources of environmental contamination which might cause dead zones, and hurt aquatic life, and our ability to fish for food.¶ Being able to study underwater currents, check out underwater volcanoes, and keep surveillance on underwater pipelines, communication lines, and cooling systems for generation plants is extremely important. We need to protect our ports, our docks, and our cruise ship industry. Having pervasive surveillance underwater may sound a little paranoid, but you have to know that the terrorists are thinking here, so let's not let our guard down, just because it's been a long time since we've seen a large attack on our own soil.¶ Our intelligence community has uncovered several plots in the past, and some of them have involved.

#### Improving infrastructure doesn’t solve terrorism – small vessel tracking key

Dept of Homeland Security 8 [“Small Vessel Security Strategy”, April, http://www.dhs.gov/xlibrary/assets/small-vessel-security-strategy.pdf]

Law enforcement agencies face the challenge of distinguishing between the vast number of legitimate vessel operators and the relatively few individuals engaged in illicit activities. The challenge is immense, as it involves nearly 13 million registered U.S. recreational vessels,2 82,000 fishing vessels, and 100,000 other commercial small vessels. On any given day, a considerable number of these boats share waterways with commercial and military traffic, operating at hundreds of U.S. ports and in the immediate vicinity of critical maritime infrastructure, including bridges and waterfront facilities such as petrochemical plants. More information concerning small vessels is needed to improve the proper assessment of the risk posed by these vessels. The challenge is to balance the collection of requisite information necessary for proper assessment of risk posed by these vessels, with the freedom of the seas expected by the small boating community.

#### No way to prevent terrorist attacks – the aff does not increase mine detection capabilities

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

#### Federal programs solve terrorism on waterways – response plans are being put in place

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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.

#### No way to prevent terrorism in waterways – lack of small boat cooperation

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.

#### Small vessel surveillance key to prevent terror – the aff can’t solve – no increase in small boat data collection

National Water Safety Congress 8 [“80 Million Boaters Recruited in Terror War”, May/June, Water Safety Journal Vol. 24 No.1, http://www.watersafetycongress.org/mats/pastjournals/2008/May%202008.pdf]

The United States has spent billions of dollars constructing elaborate defenses against the monster cargo ships that could be used by terrorists, including strict regulations for containers and shipping. “When that oil tanker is coming from the Middle East, we know everything about it before it gets here,” said John Fetterman, deputy chief of Maine’s Marine Patrol and President of NASBLA. But when it comes to small boats, he said, “nobody knows a lot about them.” Initially the government considered creating a federal license for recreational boat operators, but that informal proposal was immediately shot down by boating organizations. Coast Guard and homeland security officials have toured the country in the past year to sound out the boating industry and its enthusiasts. While the government insists there will be no federal license, the strategy suggests that the government consider registering and regulating recreational boats. Fetterman and his officers regularly get intelligence reports about unknown or unrecognized boaters taking pictures of a bridge or measurements of a dam. But he says there just aren’t enough officers on the water to address every report. The only way to police the waterfront, says maritime security expert Stephen Flynn, “is to get as many of the participants who are part of that community to be essentially on your side.”

#### The status quo solves - government strategies are already in place to increase cooperation with small boaters

National Water Safety Congress 8 [“80 Million Boaters Recruited in Terror War”, May/June, Water Safety Journal Vol. 24 No.1, http://www.watersafetycongress.org/mats/pastjournals/2008/May%202008.pdf]

Flynn, a fellow with the Council on Foreign Relations, says treating boaters as allies rather than as a threat will go a long way. Small boats are not the top terrorist threat facing the United States, officials say. But the nation shouldn’t wait to be attacked, said Vayl Oxford, the head of homeland security’s Domestic Nuclear Detection Office. “We just cannot allow ourselves to get to the point where we’re managing consequences,” he said. Oxford’s office is leading two pilot programs that train and arm harbor patrols with portable radiological and nuclear detection equipment, starting with Seattle’s Puget Sound. A similar program for San Diego is in the planning stages. Many local departments across the country have been concerned with the small boat threat. The New York Police Department has scuba teams and marine units equipped with radiation detection that patrol New York waters. But few departments across the country have similar resources. That is why the strategy is intended to create a layered defense that would create a national federal standard to operate a boat, Allen says. The Coast Guard will work with states to establish minimum safety standards and ways to enforce the new rules. That may include requiring boat operators to have a copy of the safety certification on board with them and a piece of identification that links them to the certificate. That’s important, security officials say, because currently there is no uniform requirement for pleasure boaters to have identification on board with them on the water. The new strategy will not only create more awareness on the water, but additional state safety requirements could have other benefits: keeping boats shipshape and having their inspections up to date; more lifesaving equipment on board; and possibly fewer drunken people operating boats, said California’s homeland security adviser Matthew Bettenhausen. In 2006, there were 710 boating deaths, more than 3,400 injuries and close to $44 million worth of property damage, according to the latest statistics from the Coast Guard. Of the 710 deaths, 70 percent occurred on boats operated by someone who did not have boating safety instruction. “To the extent you can limit those kinds of problems, that means there’s more resources that can be focused on the terrorism-prevention mission,” Bettenhausen said. Allen says the boater that is on the water every weekend knows where people fish and knows when a boat near a piece of critical infrastructure looks out of place. “The small-boat community is not the problem,” he said. But he added that with this strategy, they would now be part of the solution.”

### A2: Terrorists Will Attack

#### This ensures terrorists won’t have the motivation.

Michael A. Levi, 4-19-2007, Fellow for Science and Technology, “How Likely is a Nuclear Terrorist Attack on the United States?,” Council on Foreign Relations, <http://www.cfr.org/publication/13097/>

Yet from a terrorist perspective the prospect of a fizzle or a dud might change things. Let me start by revisiting the question of terrorist aversion to failure—terrorist motivations are central to the likelihood of nuclear terrorism, and we seem to disagree on what they are. I have never asserted that terrorists will not attempt anything but “foolproof” plots. But there is a lot of territory in between foolproof and a 90 percent (or even 50 percent or 30 percent) chance of failure. Why might a group decide against a course of action with a 10 percent chance of killing tens or hundreds of thousands? A group might have better alternatives. An attack on public transportation that has a ninety-five percent chance of killing forty people is a straw man alternative to nuclear terrorism—certainly terrorist groups have intermediate and perhaps, from their perspectives, more compelling options, like suicide aircraft attacks, Madrid and London style bombings, and plots like the one using liquid explosives that failed last summer. Here is another possibility: In the wake of a full-blown nuclear plot, the international campaign against terrorism would likely step into a much higher gear. Would al-Qaeda accept a ninety percent chance of failing to kill more than a massive conventional bomb would while incurring a large risk of provoking a response that might cripple its ability to initiate other plots, nuclear or non-nuclear, in the future? We can’t know the answer, but there is no reason to assume that al-Qaeda would choose such a course.

## \*\*Trade Advantage\*\*

### A2: Trade Impact

#### Tariffs and Transportation Rates Will Restrict Trade

American Commercial Lines (ACLI) ’10 Freight transportation rates for the Inland Waterways fluctuate from time to time

http://www.wikinvest.com/stock/American\_Commercial\_Lines\_%28ACLI%29/Freight\_Transportation\_Rates\_Inland\_Waterways\_Fluctuate\_Time\_Decrease

Freight transportation rates fluctuate from season-to-season and year-to-year. Levels of dry and liquid cargo being transported on the Inland Waterways vary based on several factors, including global economic conditions and business cycles, domestic agricultural production and demand, international agricultural production and demand, and foreign exchange rates. Additionally, fluctuation of ocean freight rate spreads between the Gulf of Mexico and the Pacific Northwest affects demand for barging on the Inland Waterways. Grain, particularly corn for export, has been a significant part of our business. Since the beginning of 2006, all grain transported by us has been under spot market contracts. Spot grain contracts are normally priced at, or near, the quoted tariff rates in effect for the river segment of the move. Spot rates can vary widely from quarter-to-quarter and year-to-year. Such a decline, combined with an inability to profitably convert this business to term contracts, could negatively impact our business. The number of barges and towboats available to transport dry and liquid cargo on the Inland Waterways also varies from year-to-year as older vessels are retired and new vessels are placed into service. The resulting relationship between levels of cargoes and vessels available for transport affects the freight transportation rates that we are able to charge. Significant periods of high vessel availability relative to cargo demand could adversely affect demand for our services and the rates we are able to charge.

#### Not solve-trade barriers—jumpstarting Doha is the only way to solve price spikes

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

Glenn Hall, a partner at the global law firm Norton Rose that this year published a study of the agribusiness sector, said the priority of the G20 should be to reduce trade barriers. “This will make it easier to export agricultural products from the developing markets to developed nations and to give emerging countries the huge agricultural potential they have,” he told Emerging Markets. Negotiations to open up Western markets are a key element of the so-called Doha trade negotiations that were launched in 2001 but which have since run into the sand.

#### Alternate causality – the US anti-dumping law violates free trade laws.

**Ikenson** 10/6/**05** CATO Free Trade Institute since 1990, Co-founded the Library of International Trade Resources (Daniel, Co-author of [Antidumping Exposed: The Devilish Details of Unfair Trade Law](http://www.catostore.org/index.asp?fa=ProductDetails&method=cats&scid=13&pid=1441160), “Abuse of Discretion: Time to Fix the Administration of the US Antidumping Law,” Trade Policy Analysis No. 31, <http://www.freetrade.org/node/30>)

Administration of the U.S. antidumping law has been a significant source of friction in international trade in recent years. Since the establishment of the World Trade Organization in 1995, various aspects of U.S. antidumping practice have been subject to dispute settlement in 26 different cases. Most of the issues raised in those cases concern the discretionary practices of the U.S. Import Administration, an agency within the Department of Commerce that administers part of the antidumping law. At present, the United States remains noncompliant with several WTO determinations that certain U.S. antidumping methodologies violate the rules established by WTO members. Compliance in some of those cases could be achieved simply by changing the offending discretionary practices and would require no actions by the U.S. Congress. IA routinely exploits gray areas in the law to favor the domestic interests that seek protection--and, according to the verdicts of U.S. courts, sometimes violates the law in the process. In the 18-month period ending in June 2005, IA published 19 antidumping redeterminations pursuant to court orders to revise its assumptions or calculations to become compliant with the law. In 14 of those redeterminations, the revised antidumping rates were lower than those originally calculated. The imposition of antidumping orders and the inflation of antidumping duty rates based on erroneous judgments have profound adverse effects on trade and trade relations. It is time for U.S. antidumping policy to be brought into the fold of broader U.S. trade policy objectives. Its administration must be disciplined and calibrated with the efforts of other U.S. agencies to open markets abroad and to demonstrate that the United States believes in the merits of free trade. Accordingly, policymakers should consider the merits of establishing an oversight board, comprising representatives from various agencies with jurisdiction over trade policy, to review IA's antidumping determinations before they are published. Such a body could help buffer antidumping decisions from the results orientation and politicization to which they are currently so prone.

#### Globalization short-circuits trade conflicts before they can escalate. It is self-correcting

De Jonquieres 03 Guy de Jonquieres, Senior Fellow at ECIPE and London-based writer and speaker on international economic affairs who previously worked for The Financial Times in positions that included world trade editor and Asia columnist and commentator Financial Times, May 26, 2003, <http://www.itssd.org/References/Johns%20Hopkins%20SAIS%20Ctr%20for%20Transatlantic%20Relations%20-%20highlighted.pdf>

Nonetheless, multinationals are not invulnerable. Increasingly, they rely on global supply chains; as a consequence, more than a third of world trade today is within companies. As the impact of stricter US border security after September 11 showed, those networks are highly sensitive to trade disruptions. The good news is that global integration is a potent check on governments' temptation to reach for the trade weapon. It is much easier to convince politicians that lashing out at foreigners is a bad idea if it directly imperils jobs and prosperity at home. That argument has made free-traders of governors of many US states that are home to foreign-owned companies. It also explains why protectionist US measures, such as steel tariffs, are increasingly confined to industries that produce only in their home market.

### A2: Trade Prevents Conflict

#### Increased trade has no effect on decreasing risk of conflict between nations

Gelpi and Greico 05, Associate Professor and Professor of Political Science, Duke University (Christopher, Joseph, “Democracy, Interdependence, and the Sources of the Liberal Peace”, Journal of Peace Research)

As we have already emphasized, increasing levels of trade between an autocratic and democratic country are unlikely to constrain the former from initiating militarized disputes against the latter. As depicted in Figure 1, our analysis indicates that an increase in trade dependence by an autocratic challenger on a democratic target from zero to 5% of the former's GDP would increase the probability of the challenger’s dispute initiation from about 0.31% to 0.29%. Thus, the overall probability of dispute initiation by an autocratic country against a democracy is fairly high (given the rarity of disputes) at 23 nearly .3% per country per year. Moreover, increased trade does little or nothing to alter that risk. Increases in trade dependence also have little effect on the likelihood that one autocracy will initiate a conflict with another. In this instance, the probability of dispute initiation remains constant at 0.33% regardless of the challenger’s level of trade dependence.

### A2: Trade Solvency

#### Waterways don’t solve trade - Locks sit empty over 50% of the time

Walker et al 2010

Brad Walker, Glynnis Collins, David Conrad, Christine Favilla, Bill Grant, David Hoskins, Scott Kovarovics, Dawn Merritt, Mark Muller, Julia Olmsted, Brad Redlin, Gwen Steel, and Dr. Don Sweeney, Nicollet Island Coalition, “Big Price- Little Benefit: Proposed Locks on the Upper Mississippi and illinois rivers Are not economically Viable” February 2010 <http://www.iwla.org/index.php?ht=a/GetDocumentAction/i/2079>, Accessed 6-26-12

In fact, 2008 traffic levels on the UMR-IWW, taken from the Corps’ Internet barge traffic reporting system, continued a two decades long flat-to-declining trend with recent dramatic declines. Historic barge traffic for the Melvin Price Locks (see Figure 4) shows a steady decline from a peak of 80.5 million tons in 1990 down to 56.3 million tons in 2008. Preliminary data indicate that barge traffic for 2009 at the Melvin Price Locks will be close to the 2008 tonnage. A 2009 report by Dr. Donald Sweeney 13 (former lead economist on the Corps’ UMR-IWW proposed 1,200foot locks feasibility study) evaluates the Corps’ 2008 Economic Reevaluation Report. Dr. Sweeney compares the lock service status in four usage categories for the seven 600-foot locks at which new 1,200-foot locks are proposed. (See Figure 5) The graph vividly shows the steady decrease in lock traffic and associated growth in available lock capacity. In 1999, these seven locks were processing river traffic approximately 60 percent of the time and sat idle without traffic more than 35 percent of the time. By 2008, the same seven locks were processing traffic less than 35 percent of the time and sat idle without traffic more than 60 percent of the time. The existing seven 600-foot locks have had excess capacity of well more than 50 percent of their annual carrying capacity over the last five years and could accommodate significant increases in barge traffic. With lockage “supply” already outstripping “demand,” there is no justification for spending more than $2 billion to construct new 1,200-foot locks.

#### No demand for trade – waterway need is vastly exaggerated

Stern 12 [Charles V. Stern, Analyst in Natural Resources Policy, “Inland Waterways: Recent Proposals and Issues for Congress,” The Congressional Research Service, April 12, 2012, <http://www.fas.org/sgp/crs/misc/R41430.pdf>]

A central issue for Congress is the level and urgency of infrastructure investments on federal waterways. Commercial users, including shippers and some agricultural interests, have argued that additional investment is justified because of aging infrastructure, the need for expanded capacity, and positive environmental externalities associated with inland waterway shipping compared to other forms of shipping. These users argue that the benefits of inland waterways are widespread. Their claims are countered by a number of other groups, including taxpayer and environmental advocacy groups, who argue against increased federal funding for inland waterways. These groups contend that the shipping industry often misrepresents or overstates the benefits of these investments and that major funding increases for inland waterway projects are not warranted.48 Despite these disagreements, most entities agree that the current system of financing inland waterways is inadequate to address future needs (regardless of the precise level of those needs). As a result of the recent funding drawdown, the Corps is expected to have appropriations for just one ongoing lock replacement project (Olmstead Lock on the Ohio River) through FY2016 under its current baseline for IWTF revenues.49 Barring a new source of revenue or supplemental federal appropriations by Congress, new or ongoing IWTF construction projects may be put on hold by the Corps, regardless of their urgency.Aging Infrastructure and Urgency of New Investments The condition of Corps inland waterway facilities has been a primary driver behind the call for increased investment on inland waterways. The Institute for Water Resources (part of the Corps of Engineers) notes that the majority of locks in the United States are now past their intended design age of 50 years.50 The Corps has connected this aging infrastructure to an overall decline in the efficiency of its assets on inland waterways, noting that overall lock unavailability (both scheduled and unscheduled) has increased in recent years.51 In some cases, the user industry favors new lock construction and expanded capacity over ongoing maintenance for a number of reasons.52 Other groups argue against significant new investments for inland waterway projects. In arguing against new locks on the Upper Mississippi River, a coalition of environmental groups noted that while the design life of new investments is usually only 50 years, regular maintenance can extend the life of existing locks for an additional 50 years at a considerably lesser cost than that for new construction.53 These groups generally argue that the costs of new lock construction greatly exceed the benefits of reduced waiting time and lock unavailability, and point out that issues associated with most aging inland waterways infrastructure can be overcome by improved smallscale and nonstructural improvements.54Waterway Traffic Projections The Corps has in the past noted that the justification for most new navigation alternatives depends greatly on traffic forecasts from future trade scenarios, which can themselves be difficult to predict. These forecasts often depend on a number of interrelated variables, such as commodity prices, the overall price sensitivity of shippers, and outside factors such as increases or decreases in the efficiency of other modes of freight transit. The Corps has noted that total domestic freight traffic is expected to increase by approximately 70% by 2020, but recently has avoided projections specific to inland waterway freight traffic.55 The Department of Transportation projects that the majority of this increase in freight traffic will be on freight rail and highway traffic, with annual waterway traffic projected to increase 2% per year between 2010 and 2035.56 Shipping interests point out that an overall increase in the efficiency of inland waterways could lessen anticipated pressure on highway and rail shipments, or at least maintain viability of inland waterways compared to these other forms of freight shipping. Future lock upgrades or new construction would likely increase demand for inland waterways. However, the extent to which these upgrades would have an effect on demand would likely also depend on a number of other external factors. Some groups have countered industry requests for new lock construction based on traffic projections by noting that traffic has been flat or decreasing at some individual locks on hightraffic portions of the inland waterway system.57 Observers, including former Corps employees, have also criticized previous projections of traffic increases by the Corps and as overly optimistic.58 To date, the Corps has avoided use of projected future traffic increases as a basis for changes to the overall level of investments on inland waterways.

# \*\*\*Solvency Answers\*\*\*

### Generic Solvency Answers

#### Government investment not sufficient- can’t compete with market advantages to surface transportation.

LSN, 2010 Longshore and Shipping News, The Case Against Short Sea Shipping Despite the hype and false promises, SSS is an attack on our union jobs This article was published in the Winter 2010 issue of the Coast Longshore Division Newsletter. http://www.longshoreshippingnews.com/2011/02/the-case-against-short-sea-shipping/

The Coast Committee, supported by the Coast Longshore Division Caucus, opposes the United States government’s usage of scarce tax dollars to promote and subsidize SSS in the north/south movement of containers on the West Coast of the Americas. Such water trade movement, by its very nature, cannot compete economically with truck and rail (even if subsidized) and will only serve to further drive down our sector’s wages and our working conditions. It will establish the framework for non-union and non-ILWU predatory union challenges to the Coast Longshore Division’s jurisdiction. Just what is short sea shipping? Simply put, it is the movement of containers between points along the North American coasts of the United States, Canada and Mexico (Hawaii excluded). Today, this type of marine traffic is regulated, in part, by cabotage laws, the Jones Act, and the fact that it’s less efficient than truck and rail. On the United States West Coast, SSS functions, unsubsidized, in four trade routes: between Seattle and Anchorage; between Tacoma and Anchorage; between Alaskan ports; and between the Columbia upriver ports and Portland. In Seattle, not a single registered longshoreman handles the cargo associated with SSS. It is all handled on the Duwamish River, either by non-union workers or Inlandboatmen’s Union (IBU) represented longshoremen under a PCLCD substandard agreement. In Alaska, some ports are union, like the ILWU in Dutch Harbor, and the Teamsters longshore in Anchorage. But outside of those union ports, cargo is handled by other maritime unions or non-union crews associated with the towboat crew. In the upriver ports of the Columbia River, the containers are handled exclusively by non-union dockworkers. Operators in non-union upriver Columbia River ports are requesting government subsidies to build barges designed to bypass ILWU longshoremen in Portland and transport commodities directly to the non-union Duwamish, where the barge can be unloaded for the short truck transport to Seattle’s International Port. Even the boats towing the barges have crews that are a mix of union and non-union, depending on company. Many towboat companies in the trade are double breasted. Why is the SSS industry dominated by cheap labor? The answer is simple. With trucking deregulation and the efficiencies associated with its door-to-door service, no other transportation mode can compete unless wages and working conditions are markedly deflated. Even with government subsidy, wages and working conditions must be pushed below PCL&CA standards. No amount of government subsidy can counterbalance this reality.

#### Waterways investment fails – bad cost forecasting and long construction time.

Stef Proost & Saskia van der Loo, July 2010, is currently professor at the Catholic University of Leuven, at the K.U.Leuven he teaches environmental economics and transport economics, his main activity is directing a research group of 18 researchers at the Department of Economics that deals with environment, energy and transport topics, Saskia van der Loo is a Prof. in the Department of Economics, Catholic University of Leuven, Journal Of Intelligent Transportation Systems, Vol. 14 No. 3, p. 129, Ebsco Host

Transport infrastructure is known as a lumpy investment with long lead times. The construction of a new motorway, a new high-speed rail line, or a new canal may take 10 years or more. Whether to take on a new project and to choose the right capacity, one needs demand forecasts for the next 10 to 30 years. Studies of past large transport infrastructure projects have shown that demand has been systematically overestimated and that costs have often been underestimated (Flyberg et al., 2003). There are many sources of uncertainty in infrastructure projects. In this article, we concentrate on only one possible source of uncertainty: the level of future demand. Given that future demand is uncertain and that one needs to decide on the capacity level now, is there a justification to overinvest rather than to underinvest in infrastructure capacity? To discuss this question, we use two analytical models: a one-mode model and a two-mode model. In the one-mode model, we analytically showed that choosing overinvestment is, under certain conditions, a better strategy than choosing the capacity in function of the expected level of demand. These conditions are surprisingly simple: The demand elasticity has to be smaller than 1. This one-mode model makes more sense when there are no easy transport alternatives for a given trip. In the second model, we dealt with two modes that can easily be substituted and where one mode has long lead times in capac-ity additions, but the other mode can easily adjust its capacity. Examples are the competition between high-speed rail (long lead times) and air transport for passengers and the competi-tion between inland waterways (long lead times) and trucks for freight. In this case, it is no longer possible to show that over-investment is systematically optimal because the other mode serves as an escape route for high demands.

#### Costs with inland transportation is TOO high- it trades off with more efficient surface transportation.

LSN, 2010 Longshore and Shipping News, The Case Against Short Sea Shipping Despite the hype and false promises, SSS is an attack on our union jobs This article was published in the Winter 2010 issue of the Coast Longshore Division Newsletter. http://www.longshoreshippingnews.com/2011/02/the-case-against-short-sea-shipping/

In addition, short distance barge service for standardized commodities (containers) does not and cannot offer same day delivery. Large numbers of containers must be collected in a central location over days before being loaded to a barge. The container must be double- and triple-handled after leaving its source location. All this and more adds to the cost of handling. A shipper such as Wal-Mart will not pay more just for the environment or to limit congestion so your commute drive will be easier. Government is trying to put just enough subsidies out there to bait a potential operator into squeezing the rest of the necessary cost reductions from labor and ports. Already, the Coast Committee is being approached with requests for manning and wage reductions that would be unique to SSS. Potential operators are seeking advantages from non-Pacific Maritime Association (PMA) member public port authorities to lease blocks of property for the purpose of establishing container yards (CY) with no ILWU Coast Longshore Division presence. Other unions, including non-Longshore Divisions in our own ILWU family, are clamoring to fill the gap in the leased yards. The irony is that even they cannot agree to work cheaply enough to make the truck/barge economics work. In ports like Eureka and Coos Bay, where private docks are the norm, we don’t even have a historical relationship that we can rely on to protect our jurisdiction. Other maritime unions, like the Marine Engineers’ Beneficial Association (MEBA), International Longshoremen’s Association (ILA), Seafarers International Union (SIU) and our own IBU, see SSS as more work for them, despite the fact that in some cases the work may be that which is traditionally assigned to Coast Longshore Division longshoremen. MEBA represents dockworkers handling cargo to and from barges in Alaska as we speak. MEBA has even cut a substandard deal with Horizon on the East Coast for the trade. The AFL-CIO’s Transportation Trade Department (TTD) wants to support SSS, but the Coast Longshore Division is blocking any formal endorsement. Solidarity among these unions suddenly becomes important when the Jones Act is attacked or the cabotage laws are jeopardized, and these unions fail to see the connection between SSS and the fact that they’re under attack, and they ask the Coast Longshore Division for help. Subsidy and promotion of SSS by the governments of the United States, Canada and Mexico, is an effort, one of several fronts, to deregulate maritime transportation and drive organized labor consequentially from the Industry. SSS is not a panacea for additional union jobs. It is just the opposite. Scarce government tax dollars should be used for land-based infrastructure designed to efficiently move containers to and from established ports. We need dedicated freight corridors, bridges, rail enhancements and dredging that bring stability to the industry — not the funding, promotion, and blind acceptance of a concept that even with subsidy will fail, and drag organized labor down with it.

### A2: Congestion

#### Traffic projections are exaggerated

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 Corps has in the past noted that the justification for most new navigation alternatives depends greatly on traffic forecasts from future trade scenarios, which can themselves be difficult to predict. These forecasts often depend on a number of interrelated variables, such as commodity prices, the overall price sensitivity of shippers, and outside factors such as increases or decreases in the efficiency of other modes of freight transit. The Corps has noted that total domestic freight traffic is expected to increase by approximately 70% by 2020, but recently has avoided projections specific to inland waterway freight traffic.55 The Department of Transportation projects that the majority of this increase in freight traffic will be on freight rail and highway traffic, with annual waterway traffic projected to increase 2% per year between 2010 and 2035.56 Shipping interests point out that an overall increase in the efficiency of inland waterways could lessen anticipated pressure on highway and rail shipments, or at least maintain viability of inland waterways compared to these other forms of freight shipping. Future lock upgrades or new construction would likely increase demand for inland waterways. However, the extent to which these upgrades would have an effect on demand would likely also depend on a number of other external factors. Some groups have countered industry requests for new lock construction based on traffic projections by noting that traffic has been flat or decreasing at some individual locks on hightraffic portions of the inland waterway system.57 Observers, including former Corps employees, have also criticized previous projections of traffic increases by the Corps and as overly optimistic.58 To date, the Corps has avoided use of projected future traffic increases as a basis for changes to the overall level of investments on inland waterways.

# \*\*\*Case Offense\*\*\*

## \*\*Dredging Turn\*\*

#### Shipping on waterways requires dredging which hurts the marine environment

 OECD, (ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT) 1997 THE ENVIRONMENTAL EFFECTS OF FREIGHT.. http://www.oecd.org/dataoecd/14/3/2386636.pdf

Open water disposal of dredged materials can have both short and long-term impacts on the marine environment. In the short term, the problems are related to the placement of the sediment, and primarily concern the burial of marine organisms or their exposure to high concentrations of suspended particles, contaminants, and nutrients. Long-term effects are related to the rate of recolonization of the disposal area, the composition of the subsequent biological community, and the physiological and genetic impacts of exposure to contaminants. In the case of toxics which bio-accumulate, long-term concerns also include the possibility of human exposure as the chemicals move up the food chain. Assessment of these problems is difficult. Prevailing opinion among experts is that the effects are still largely unknown, so acautious approach should be taken to any marine dumping of contaminated sediment.

#### Construction and maintenance of inland waterways requires dredging which is harmful to the environment

OECD, (ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT) 1997 THE ENVIRONMENTAL EFFECTS OF FREIGHT http://www.oecd.org/dataoecd/14/3/2386636.pdf

The construction and maintenance of ports and inland shipping channels poses a number of environmental risks. Of particular importance is the dredging necessary to permit large vessels to enter ports, or to maintain inland channels. In natural estuaries and harbors, there is a balance between sediment transported out to sea and that which flows in with rivers and runoff, which tends to maintain an equilibrium depth. Often this is not deep enough to allow vessels safe passage, so navigational channel sand harbors are dredged to deepen them. Because natural forces will tend to build up sediment until the channels and port return to their equilibrium, dredging to maintain safe depth is an ongoing maintenance activity. The need for such dredging is likely to increase in the future as ships become larger and require deeper ports or as inland water transport grows in importance.

#### Dredging destroys marine environments

OECD, (ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT) 1997 THE ENVIRONMENTAL EFFECTS OF FREIGHT http://www.oecd.org/dataoecd/14/3/2386636.pdf

Dredging poses direct threats to the areas in which it occurs. It introduces sediment into the adjacent water column, which is then redeposited on the bottom. This has a variety of usually short-term effects on pelagic fish and the benthic community. The suspended sediment increases turbidity, decreasing light penetration and photosynthetic activity. Dredging can also have longer term effects on water circulation patterns, particularly in estuarine areas where water circulation determines the distribution of fresh and salt water, patterns of dissolved oxygen, and other water quality parameters. Changes in salinity can affect the viability of freshwater wetlands and tidal marshes, with consequent impacts on the distribution of marine life. Changes in water circulation patterns can also alter sediment accumulation, thus affecting all ecosystems in the immediate area.

## \*\*Environment Turn\*\*

### Environment Turn: 1NC

#### Expanding inland waterway infrastructure damages ecosystems and environmental resources

US Army Corps of Engineers 12

[“US Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels,” Report Summary, US Army Corps of Engineers, June 20 2012 http://www.iwr.usace.army.mil/docs/portswaterways/rpt/June\_20\_REPORT\_SUMMARY\_U.S.\_Port\_and\_Inland\_Waterways\_Modernization.pdf](file://C:\Users\Talli\Documents\jdi%202012\Cards\)

The national footprint of adverse environmental impacts has accumulated over many decades and is not indicative of the present rate of adverse impact, which is much improved. Measured in geographical terms, the environmental footprint directly impacted by development of transportation system infrastructure is a small fraction of the conterminous United States. But the degree of adverse impact on natural systems and wild species of public interest has been particularly intense and the offsite impacts on air, water and habitat quality from systems operations have been far reaching. The sources of past environmental effects indicate the type of future modernization impacts that are likely to occur from expansion of harbor, port and intermodal infrastructure and from transportation systems operations. Modernization will need to be accompanied by justified mitigation to avoid further 1) degraded air and water quality that threatens human health and safety, especially of low income and minority groups; 2) loss of important natural and cultural heritage found in parks, refuges, wetlands and scarce species; or 3) loss of recreational, commercial and other economically important resources.

#### Ecosystem collapse leads to extinction.

Diner in ’94 [David Dinner, Ph. D in Planetary Science and Geology. “The Army and the Endangered Speciies Act: Who’s Endangering Who?. Military Law Review 143. 1994]

To accept that the snail darter, harelip sucker, or Dismal Swamp southeastern shrew 74 could save [hu]mankind may be difficult for some. Many, if not most, species are useless to[hu]man[s] in a direct utilitarian sense. Nonetheless, they may be critical in an indirect role, because their extirpations could affect a directly useful species negatively. In a closely interconnected ecosystem, the loss of a species affects other species dependent on it. 75 Moreover, as the number of species decline, the effect of each new extinction on the remaining species increases dramatically. 4. Biological Diversity. -- The main premise of species preservation is that diversity is better than simplicity. 77 As the current mass extinction has progressed, the world's biological diversity generally has decreased. This trend occurs within ecosystems by reducing the number of species, and within species by reducing the number of individuals. Both trends carry serious future implications. 78 [\*173] Biologically diverse ecosystems are characterized by a large number of specialist species, filling narrow ecological niches. These ecosystems inherently are more stable than less diverse systems. "The more complex the ecosystem, the more successfully it can resist a stress. . . . [l]ike a net, in which each knot is connected to others by several strands, such a fabric can resist collapse better than a simple, unbranched circle of threads -- which if cut anywhere breaks down as a whole." 79 By causing widespread extinctions, humans have artificially simplified many ecosystems. As biologic simplicity increases, so does the risk of ecosystem failure. The spreading Sahara Desert in Africa, and the dustbowl conditions of the 1930s in the United States are relatively mild examples of what might be expected if this trend continues. Theoretically, each new animal or plant extinction**,** with all its dimly perceived and intertwined affects, could cause total ecosystem collapse and human extinction**.** Each new extinction increases the risk of disaster. Like a mechanic removing, one by one, the rivets from an aircraft's wings, 80 [hu]mankind may be edging closer to the abyss.

### Environment Turn: Extensions

#### The use of locks and dams has a negative effect on the river ecosystem

The National Academies Press 01

(The National Academies Press (NAP) was created by the National Academies to publish the reports issued by the[National Academy of Sciences](http://www.nas.edu/), the [National Academy of Engineering](http://www.nas.edu/nae), the [Institute of Medicine](http://www.iom.edu/), and the [National Research Council](http://www.nas.edu/nrc))"INLAND NAVIGATION SYSTEM PLANNING: The Upper Mississippi Riverâ”Illinois Waterway." *Inland Navigation System Planning: The Upper Mississippi River-Illinois Waterway*. The National Academies Press, 2001. Web. 26 June 2012. <http://www.nap.edu/openbook.php?record\_id=10072>.

INLAND NAVIGATION SYSTEM PLANNING: The Upper Mississippi River—Illinois Waterway problem. Shippers have been reluctant to seek innovative, nonstructural ways to reduce congestion; reductions in congestion would reduce river traffic (at least at peak times), thereby reducing the benefits of lock extensions. Unfortunately, the “first-come, first-served” rule is an inefficient way to manage river traffic, as it results in higher systems costs (costs to all shippers) than if there were a system explicitly designed to reduce congestion. Better management of waterway traffic should result in improved service and lower total shipping costs—with benefits to most waterway shippers. In particular, farmers would benefit from lower shipping costs. Large amounts of waterway traffic, and the hydrodynamic changes caused by the series of navigation pools, have effects on aquatic habitat and species. The many federal, state, and local environmental conservation laws, such as the Clean Water Act and the Endangered Species Act, reflect public concern for protecting the river and its ecosystems. In addition, environmental protection provides tangible benefits from tourism, recreation, and the production of food and fiber. Estimates of the annual revenue generated by tourism and recreation in the Upper Mississippi range from $1.2 billion (Carlson et al., 1995) to $6.6 billion (cited in UMRCC, 2000). The vast river–floodplain ecosystem of the Upper Mississippi River basin also provides a range of ecosystem services, including drinking water, food (fishes and waterfowl), groundwater recharge, purification of polluted waters, and flood retention. The Upper Mississippi River ecosystem is a storehouse of biodiversity, which produces social benefits today (e.g., food and fiber), and may produce additional benefits in the future (e.g., medicines). On the other hand, intensive use of the waterway has negative effects on river ecology and, in turn, on these various social values and goods. The construction and subsequent operation of the dams and navigation pools on the UMR–IWW has also resulted in a range of environmental effects. Given these external costs, the multiple uses of a river and waterway system must be considered explicitly when deciding how much traffic should be permitted on the waterway and whether locks should be extended in order to accommodate more traffic. The public interest would be best served by river traffic management practices that are environmentally sustainable; that is, strategies that promote both a better flow of river traffic and the maintenance of ecosystem habitat and processes. The Corps has viewed its responsibility as providing adequate capacity to serve all waterway users; for example, deciding on the proper investments and determining the best time to make those investments. These decisions are guided by federal laws and congressional guidance (a fuller discussion of which is provided in Chapter 3 ). The Corps has given little or no attention to allocating the waterway among all those who wish to use the locks when there is congestion. The best solution to the problem of waterway congestion would be to simultaneously optimize access to the locks and to determine when public investment to extend the locks might be warranted. Instead, access to the locks is determined on the basis of delays caused by having to wait for others to clear the lock. Long waits to transit the locks indicate either that the locks should be extended or that current demand for the locks is being managed poorly. The public interest requires that the relevant government agency have responsibility for both managing the traffic and investing in lock extensions. Approaches for traffic management include nonstructural options such as tradable permits, congestion tolls, scheduling traffic, and charging for the time taken to transit a lock. This management problem interacts with a larger, more contentious one. Midwest grain could be moved on several routes for export. In addition to going by barge.

#### Inland waterway construction devastates scarce ecosystems

IWR 6/20

Institute for Water Resources, “US Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, June 20, 2012 <http://www.iwr.usace.army.mil/docs/portswaterways/rpt/June_20_REPORT_SUMMARY_U.S._Port_and_Inland_Waterways_Modernization.pdf> Accessed 6-27-2012

Potential infrastructural development along coasts and waterways is a concern because coastal ports and inland waterway infrastructure is closely associated with two of the scarcest types of ecosystems—free flowing rivers and estuarine wetlands. Lock and dam impoundments have contributed substantially to the imperilment of numerous freshwater species by reducing free-flowing river habitat. In general, dredging of nontoxic bottoms impacts coastal and riverine benthic organisms temporarily and bottoms typically recolonize quickly following disturbance. In the past, about 10 percent of bottom sediments were contaminated with toxic materials and resistant to colonization by some bottom species. Sediment toxicity directly affects bottom species and indirectly affects the fish and other species that feed on them and humans at the end of the food chain.

#### Inland waterway construction destroys the environment in minority and low income areas

IWR 6/20

Institute for Water Resources, “US Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, June 20, 2012 <http://www.iwr.usace.army.mil/docs/portswaterways/rpt/June_20_REPORT_SUMMARY_U.S._Port_and_Inland_Waterways_Modernization.pdf> Accessed 6-27-2012

Contaminated sediments are now disposed of in isolated containment areas. In 1992, USACE was authorized to beneficially use dredge material for environmental improvement. Today about 20 to 30 percent of port and waterway dredged material is used for habitat creation and other beneficial use. But dredging also has had some persistent effects, including some unavoidable take of imperiled species (e.g., sea turtle take is about 35 per year) and damage to shallow-water estuarine ecosystems. Deepening coastal navigation channels can also favor destructive saltwater intrusion into freshwater ecosystems and domestic water supplies. With respect to operations, future emissions of potentially harmful materials into air and water, including green house gasses, also are a significant environmental concern. Because harbors concentrate transportation system operations in densely populated areas, they remain a significant source of air quality degradation and inequitable impact on low income and minority groups (which is inconsistent with Federal policies pertaining to environmental justice).

#### Inland waterway projects can damage the environment – causing species loss, pollution, erosion, etc.

Charles V. Stern Analyst in Natural Resources Policy April 2012 Inland Waterways: Recent Proposals and

Issues for Congress Congressional Research Service http://www.fas.org/sgp/crs/misc/R41430.pdf

Environmental groups also note that inland waterway projects can negatively affect riparian habitat and species by altering natural flows.63 Structural changes to rivers such as locks and dams (which can create sedimentation, increase turbidity, and lead to other reservoir-like effects)and levees (which separate rivers from flood plains) affect the natural state of these bodies of water. Additionally, waterway traffic may also cause bank erosion through wave action. Thus, increased construction and expansion of inland waterways can have negative environmental effects.

#### Many negative environmental effects from shipping on inland waterways

OECD, (ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT) 1997 THE ENVIRONMENTAL EFFECTS OF FREIGHT.. http://www.oecd.org/dataoecd/14/3/2386636.pdf

Shipping poses threats to the environment both on inland waterways and on the ocean. These problems come from six major sources; routine discharges of oily bilge and ballast water from marine shipping; dumping of non-biodegradable solid waste into the ocean; accidental spills of oil, toxics or other cargo or fuel at ports and while underway; air emissions from the vessels' power supplies; port and inland channel construction and management; and ecological harm due to the introduction of exotic species transported on vessels.

### Impact: Invasive Species

#### Invasive species planetary extinction

Nadol 99 (Viki, JD Candidate – Valparaiso, Northwestern School of Law of Lewis & Clark College, Summer)

The threat of invasion by nonnative species has always existed. It is arguably a natural process that should be allowed to continue unheeded. [21](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n21" \t "_self) The problem with this theory is that it fails to take into account the rate at which humans are responsible for accelerating the pace of successful introductions, as compared to those that would occur naturally. [22](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n22" \t "_self) The last five hundred years or so demarcate an era of human expansion that has resulted in the increasingly rapid disruption and weakening of Earth's eco systems. [23](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n23" \t "_self) The fragile condition of these systems renders them vulnerable to the establishment of invasive species. [24](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n24" \t "_self) In addition, rates of introduc  [\*343]  tion have escalated with the advent of new modes of conveyance by trade and travel. [25](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n25" \t "_self) Airplanes, boats, and automobiles provide sufficiently quick and spacious travel, facilitating entry of a number of invasive species into habitat zones otherwise out of reach. [26](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n26" \t "_self) In the late 1950s, Charles Elton, a renowned British ecologist, warned that modern society was witnessing great historical dislocations of the world's fauna and flora. [27](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n27" \t "_self) Indeed, the scope of invasion is alarming, as are its effects. [28](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n28" \t "_self) Over 4500 invasive species are now established in the United States. [29](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n29" \t "_self) These species greatly threaten biological diversity [30](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n30" \t "_self) because they are often able to out-compete and displace native organisms. [31](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n31" \t "_self) As would be expected, they also add to the stress already suffered by endangered and threatened native species. [32](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n32" \t "_self) One study indicates that invasive species are second only to habitat destruction among the leading causes of spe cies loss nationwide. [33](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n33" \t "_self) However, some experts fear that invasive species ultimately will contribute to the demise of the human population by destroying natural processes and ecosystems necessary to human survival. [34](http://www.lexis.com/research/retrieve?_m=a516507a9769054d2228fa716eee0530&csvc=bl&cform=bool&_fmtstr=FULL&docnum=1&_startdoc=1&wchp=dGLbVtz-zSkAk&_md5=90f169a61819059916cb74ef970c12c0" \l "n34" \t "_self) [Continues – To Footnote] n30. See infra note 35 and accompanying text. In addition to threatening diversity, invasive species ultimately threaten survival of species as well: As the total number of species declines, plants and animals that may be important food resources, that play a critical role in the food web, or that contain medicinal qualities may disappear. Surviving species will have fewer buffers against catastrophic fluctuations in the environment. If, for example, a fish species loses many or some of its food resources, any threat or damage to the remaining food resource can be far more detrimental to the fish because alternatives have been lost. Thus homogenization of habitats and species can have far-reaching effects. Breaching Natural Barriers, supra note 22, at 8. n31. Quammen, supra note 25, at 66. As one specialist explains, invasive species outgrow, out-mature, and simply out-compete native species. Telephone Interview with Neil Rich mond, Shellfish Fishery Biologist, Oregon Dep't of Fish & Wildlife (Nov. 25, 1998) [hereinaf ter Richmond Interview]. n32. Quammen, supra note 25, at 66 ("[A] report, from the U.N. Environmental Program, declares that almost 20 percent of the world's endangered vertebrates suffer from pressures (competition, predation, habitat transformation) created by exotic interlopers."). n33. Westley et al., supra note 6, at 46. n34. See Quammen, supra note 25, at 68. We come to a certain fretful leap of logic that otherwise thoughtful observers seem willing, even eager, to make: that the ultimate consequence will be the extinction of us. By seizing such a huge share of Earth's landscape, by imposing so wantonly on its providence and presuming so recklessly on its forgivingness, by killing off so many species, they say, we will doom our own species to extinction.

## \*\*Oil Turn\*\*

### Oil Turn: 1NC

#### Inland waterways shipping is a main cause of oil spills

OECD, (ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT) 1997 THE ENVIRONMENTAL EFFECTS OF FREIGHT http://www.oecd.org/dataoecd/14/3/2386636.pdf

Spills from waterborne vessels are one of the major sources of water pollution from shipping. They are of several types. Cargo spills frequently occur while loading or unloading in port, due to handling errors or equipment problems. Such spills are typically relatively small in volume. They may be of any kind of cargo, though petroleum products (primarily cargo rather than fuel) and other chemicals are most common. Spills of non-hazardous cargo are more common than spills of toxics or flammable materials, because the precautions taken in handling dangerous products tend to promote much greater vigilance and far fewer careless spills. Much less common, but potentially more dangerous, are cargo spills which occur when a boat runs aground or breaks up in bad weather. Such disasters typically occur when boats are moving into or out of ports or in other restricted areas, where there is little or no room for maneuvering or going off course in case of bad weather. In comparison, in the open ocean, boats can handle storms or high winds with little risk of accident, because if they are blown off course they are unlikely to run into anything.

#### Oil spills devastate sea turtles and the coral reef

Sayed, 1-22-’11 (Abu- agriculturalist and environmentalist , “Oil spill: Impact on marine environment”, The Daily Star)

Sea birds and sea mammals are quite vulnerable to oil spills because they are the most likely of all sea life to run into oil floating on the water. Birds die from oil spills when their feathers get covered in oil. The bird will then be poisoned because it will try to clean itself. Animals may die because they get hypothermia, causing their body temperature to be low. Oil may also cause death of an animal by entering into its lungs or liver. Sea turtles could also be affected by oil through contamination of food supply or by absorption through the skin. Fish are highly affected by oil spills. They may end up getting oil in their gills, eat plankton that has been damaged by oil, and their eggs and larvae may end up being harmed by the oil. Effects on coastal habitat: A large array of sea species, from marine mammals to sea birds, turtles, fish, crustaceans, and mollusks lose their habitat. Spilled oil and certain cleanup operations can threaten different types of marine habitats in different ways. Coral reefs are important nurseries for shrimp, fish, and other animals as well as recreational attractions for divers. Reefs are important ecosystems and have a high biodiversity that serves as a storage of rich genetic resources. They are a source of food and medicine, and protect the coast from wave erosion. Coral Reefs are home to over 25 percent of all marine life and are among the world's most fragile and endangered ecosystems. Coral reef itself and the marine organisms that live within and around it are at risk from exposure to the toxic substances within oil.

#### Extinction

Craig, Law Prof @ Indiana, 3 [Robin Kundis, “Taking Steps Towards Marine Wilderness Protection? Fishing and Coral Reef Marine Reserves in Florida and Hawaii,” McGeorge Law Review, Winter, 34 McGeorge L. Rev. 155]

We may not know much about the sea, but we do know this much: if we kill the ocean we kill ourselves, and we will take most of the biosphere with us. The Black Sea is almost dead, 863 its once-complex and productive ecosystem almost entirely replaced by a monoculture of comb jellies, "starving out fish and dolphins, emptying fishermen's nets, and converting the web of life into brainless, wraith-like blobs of jelly." 864 More importantly, the Black Sea is not necessarily unique. The Black Sea is a microcosm of what is happening to the ocean systems at large. The stresses piled up: overfishing, oil spills, industrial discharges, nutrient pollution, wetlands destruction, the introduction of an alien species. The sea weakened, slowly at first, then collapsed with  [\*266]  shocking suddenness. The lessons of this tragedy should not be lost to the rest of us, because much of what happened here is being repeated all over the world. The ecological stresses imposed on the Black Sea were not unique to communism. Nor, sadly, was the failure of governments to respond to the emerging crisis. 865 Oxygen-starved "dead zones" appear with increasing frequency off the coasts of major cities and major rivers, forcing marine animals to flee and killing all that cannot. 866 Ethics as well as enlightened self-interest thus suggest that the United States should protect fully-functioning marine ecosystems wherever possible - even if a few fishers go out of business as a result.

### Oil Turn: Impact Ext.

#### Coral Reef prevents extinction

US Department of State 2000 ( “Coral Reefs: Fertile Gardens of the Sea” <http://usinfo.state.gov/products/pubs/biodiv/coral.htm>)

According to the Worldwatch Institute publication, "State of the World 2000," reefs include only 0.3 percent of the ocean area, but "one out of every four ocean species thus far identified is a reef-dweller, including at least 65 percent of marine fish species." Historically, coral reefs have been important to fishermen; increasingly, they stimulate local economies by drawing tourism. They protect coastlines from erosion, and over the eons have helped create brilliant beaches as their calcium carbonate leached on to the shore. According to the U.S. Fish and Wildlife Service, "Reef systems are storehouses of immense biological wealth" that provide "sources of food,

pharmaceuticals, jobs, and revenues�. Reef habitats provide humans with services worth about $375 billion [thousand million] each year, despite the fact that they cover less than one percent of the earth's surface." The U.S. State Department estimates that "reefs provide one-quarter of the fish catch in developing countries and employment for millions of fishers." Corals are also sensitive indicators of the health of the aquatic environment. They flourish in a fairly narrow range of temperatures, salinity, and water purity. The die-off of corals going on in many oceans does not bode well for the health of the oceans themselves; and healthy oceans are essential if life on the planet is to be sustained in its current form. Attempts to restore coral reefs and manage their biological richness better include efforts being carried out to inventory and protect the structures themselves. Watershed management, including protection and conservation of wetlands with their mud flats, mangrove forests, and sea grasses, can help the estuarine system, including corals, to remain clean and healthy. Coral reefs have come to the attention of the public only recently, perhaps because fewer people visit a coral reef than a forest or prairie. Governments and private-sector organizations have taken note of the deterioration of the world's reefs, and are trying to find solutions. In 1994, the U. S. government helped found the International Coral Reef Initiative, a partnership designed to address threats to coral reefs. In 1996, the U.S. Coral Reef Initiative was launched to support these efforts and aid them domestically. And in 1998, the president issued an executive order directing U.S. government agencies to protect coral reefs. This executive order also established the United States Coral Reef Task Force, co-chaired by the Secretary of the Interior and the Secretary of Commerce, including other federal departments. Its duties include the promotion of reef mapping, scientific research, restoration, and collaboration with other nations. As it begins to operate, the task force has focused in on illegal trade in corals and associated sea life as one important cause of reef destruction. Even aquaculture of species such as shrimp can harm reef environments, in part by undermining biodiversity to produce large amounts of a single species. Efforts are under way in the U.S. Congress to support the task force and improve mapping and conservation of reef systems under U.S. jurisdiction. One way to help restore reef environments is simply to protect them from undue exploitation. Writing in Issues in Science and Technology, marine biologist Tundi Agardy observed, "Scientific studies on the effect of notake reserves in East Africa, Australia, Jamaica, the Lesser Antilles, New Zealand, the Philippines, and elsewhere all suggest that small, strictly protected no-take areas result in increased fish production." In addition: "Preliminary evidence from a 1997 fishing ban in 23 small coral reef reserves by the Florida Keys Marine Sanctuary, indicates that several important species, including spiny lobsters and groupers, are already beginning to rebound." Australia's Great Barrier Reef Marine Park is often cited as one example of enlightened coral reef management. Nations as diverse as Guinea Bissau, Spain, and Croatia have established marine and watershed reserves. In many instances, national governments initiate the conservation measures; in others, local communities initiate conservation efforts, with the assistance of the government. Like all ecosystems, reefs have sections and areas more crucial to biodiversity than others. Determining which these are can be an important part of conservation. "Zoned" networks of vital areas of reef can be easier to protect than an entire system. When the most biologically vital parts of the reef are put off-limits, other areas can be made available for commercial use and tourism. The Florida Keys National Marine Sanctuary management plan, for example, establishes protective zones, as well as recreational and commercial zones -- and sets aside areas for scientific research. University of Maryland zoologist Marjorie L. Reaka-Kudla has estimated the number of species living on coral reefs at 950,000, of which about 10 percent have been studied and described. Mankind is just beginning to perceive the value of coral reefs, with their known supplies of food and as-yet-unexplored biota that could lead to the development of new medicines. The U.S. State Department estimates "half the potential pharmaceuticals being explored are from the oceans, many from coral reef ecosystems." In Reef Research, Dr. Patrick Colin, a marine "bioprospector," clearly described the hopes that had led him to spend the 1990s collecting marine samples in the Pacific for the U.S. National Cancer Institute (NCI). "Over the past 20 some years the NCI has been screening terrestrial plants and marine organisms worldwide for bioactivity against cancer and AIDS, and has come up with a number of hot prospects, a number of which are in clinical trials�. We try to collect from all environments possible, from shoreline areas with mangroves, beaches or rocks to deep offshore reef environments�. We do not collect any hard (stony) corals, threatened, endangered or locally protected species. We are mostly interested in soft-bodied sessile invertebrates which rely on their chemistry, rather than stinging cells, spines, jaws or teeth for their survival." Clearly, conservation of coral, and oceans in general, is linked to human survival and will continue to be an urgent issue in the 21st century.

## \*\*Warming Turn\*\*

### Warming Turn: 1NC

#### Dams release the most methane out of all human sources – methane is 25 times more potent than CO2.

Phelan, Sarah, Earth Island Journal “Bubbling Waters” Autumn 2007

Opponents of dams have long argued against putting barriers in the natural flow of a river. Dams, they point out, prevent endangered fish from migrating, alter ecosystems, and threaten the livelihoods of local communities. Native Americans, fishing communities, and environmentalists have made these arguments in their quest to decommission four dams on Klamath River, which runs from southwest Oregon to the coast of California. But with California requiring a 25 percent reduction in the state's carbon dioxide emissions by 2020, clean energy has suddenly entered the Klamath dam debate. Bill Fehrman, president of PacifiCorp, the hydropower company that owns these Klamath dams, says replacing the power from these dams "could result in adding combustion emissions to the environment." Meanwhile, across the border in Canada, Hydro-Québec, the world's biggest producer of hydropower, claims that "compared with other generating options, hydropower emits very little greenhouse gas," thus "contributing significantly to the fight against climate change." Maybe not. Recent reports on methane emissions suggest that dams are anything but carbon-neutral. According to recently published estimates from Ivan Lima and some of his colleagues at Brazil's National Institute for Space Research, the world's 52,000 largest dams release 104 million metric tons of methane annually. If Lima's calculations are correct, then dams would account for about four percent of the total warming impact of human activities — and would constitute the largest single source of human-related methane emissions. As Lima points out, if methane released from reservoir surfaces, spillways, and turbines were taken into account, India's greenhouse emissions could be as much as 40 percent higher than its current official estimates. But though India ranks among the world's top polluters, as a developing nation it is not required to cut emissions — and has yet to measure methane from its 4,500 dams. And that's a problem, because while methane does not last as long in the atmosphere as carbon dioxide, its heat-trapping potential is 25 times stronger.

#### Unmitigated warming causes extinction

**Mazo 2010** (Jeffrey Mazo, Managing Editor of Survival and Research Fellow for Environmental Security and Science Policy at the International Institute for Strategic Studies, March 2010, “Climate Conflict: How global warming threatens security and what to do about it”)

The best estimates for global warming to the end of the century range from 2.5-4.~C above pre-industrial levels, depending on the scenario. Even in the best-case scenario, the low end of the likely range is 1.goC, and in the worst 'business as usual' projections, which actual emissions have been matching, the range of likely warming runs from 3.1--7.1°C. Even keeping emissions at constant 2000 levels (which have already been exceeded), global temperature would still be expected to reach 1.2°C (O'9""1.5°C)above pre-industrial levels by the end of the century." Without early and severe reductions in emissions, the effects of climate change in the second half of the twenty-first century are likely to be catastrophic for the stability and security of countries in the developing world - not to mention the associated human tragedy. Climate change could even undermine the strength and stability of emerging and advanced economies, beyond the knock-on effects on security of widespread state failure and collapse in developing countries.' And although they have been condemned as melodramatic and alarmist, many informed observers believe that unmitigated climate change beyond the end of the century could pose an existential threat to civilisation." What is certain is that there is no precedent in human experience for such rapid change or such climatic conditions, and even in the best case adaptation to these extremes would mean profound social, cultural and political changes.

### Warming Turn: Extensions

#### Dams release four times the carbon that their fossil fuel competitors release.

 Phelan, Sarah, Earth Island Journal “Bubbling Waters” Autumn 2007

A Swirling Debate Lima is not alone in questioning whether dams' emissions may be as harmful in terms of climate change as those from fossil fuel plants. In 2004, Philip Fearnside of the National Institute for Research in the Amazon suggested that a massive surge of methane emissions could occur when water is discharged under pressure at hydroelectric dams in a process known in the industry as "degassing." The problem with dams is that organic matter gets trapped in them when land is first flooded, and more gets flushed in, or grows there, later on. In tropical zones, such as Brazil, this matter quickly decays to form methane and carbon dioxide. But just how big a problem this creates is controversial. A debate has been raging for years between researchers connected to Hydro-Québec and Brazil's Electrobras, the world's largest hydropower companies, and several small teams of independent hydrologists. According to Fearnside, if degassing emissions were factored in at several large hydropower plants in Brazil, then these dams would be larger contributors to global warming than their fossil fuel counterparts. To be precise, Fearnside suggested that during the first decade of its life, each of these dams would emit four times as much carbon as a fossil fuel plant that makes the same amount of electricity. Fearnside's claims have triggered a firestorm. Luis Pinguelli Rosa, formerly of Electrobras but now based at the Federal University of Rio de Janeiro, claimed Fearnside had made "scientific errors," including a failure to grasp how degassing works, and so had exaggerated the emission levels. Rosa pointed out that Fearnside had extrapolated his calculations from data taken from the Petit Saut dam in French Guyana in the years immediately following the creation of the reservoir, when organic matter, and thus methane emissions, would likely be their highest. Patrick McCully, executive director of the Berkeley, CA-based International Rivers Network, says that one of the areas of strongest disagreement among reservoir emissions researchers is how to quantify net emissions. In a recent paper, "Fizzy Science," McCully shows that key factors influencing reservoir greenhouse gas emissions include fluctuations in water level, growth and decay of aquatic plants, decomposition of flooded biomass and soils, the amount of methane bubbling from the surface, and the amount of carbon dioxide diffusing in. But as McCully points out, "The most comprehensive analyses of net emissions have been done by Fearnside — while Pinguelli Rosa has only presented data on gross emissions."

#### Hydro-Power Causes adverse effects for environment

Duncan Graham-Rowe 24 February 2005, Staff writer for New Scientist “Hydroelectric power's dirty secret revealed” http://www.newscientist.com/article/dn7046-hydroelectric-powers-dirty-secret-revealed.html

Contrary to popular belief, hydroelectric power can seriously damage the climate. Proposed changes to the way countries' climate budgets are calculated aim to take greenhouse gas emissions from hydropower reservoirs into account, but some experts worry that they will not go far enough. The green image of hydro power as a benign alternative to fossil fuels is false, says Éric Duchemin, a consultant for the Intergovernmental Panel on Climate Change (IPCC). "Everyone thinks hydro is very clean, but this is not the case," he says. Hydroelectric dams produce significant amounts of carbon dioxide and methane, and in some cases produce more of these greenhouse gases than power plants running on fossil fuels. Carbon emissions vary from dam to dam, says Philip Fearnside from Brazil's National Institute for Research in the Amazon in Manaus. "But we do know that there are enough emissions to worry about." In a study to be published in Mitigation and Adaptation Strategies for Global Change, Fearnside estimates that in 1990 the greenhouse effect of emissions from the Curuá-Una dam in Pará, Brazil, was more than three-and-a-half times what would have been produced by generating the same amount of electricity from oil. This is because large amounts of carbon tied up in trees and other plants are released when the reservoir is initially flooded and the plants rot. Then after this first pulse of decay, plant matter settling on the reservoir's bottom decomposes without oxygen, resulting in a build-up of dissolved methane. This is released into the atmosphere when water passes through the dam's turbines.

#### Hydro-power produces methane which is worse than CO2.

Duncan Graham-Rowe 24 February 2005, Staff writer for New Scientist “Hydroelectric power's dirty secret revealed” http://www.newscientist.com/article/dn7046-hydroelectric-powers-dirty-secret-revealed.html

Seasonal changes in water depth mean there is a continuous supply of decaying material. In the dry season plants colonise the banks of the reservoir only to be engulfed when the water level rises. For shallow-shelving reservoirs these "drawdown" regions can account for several thousand square kilometres. In effect man-made reservoirs convert carbon dioxide in the atmosphere into methane. This is significant because methane's effect on global warming is 21 times stronger than carbon dioxide's. Claiming that hydro projects are net producers of greenhouse gases is not new (New Scientist print edition, 3 June 2000) but the issue now appears to be climbing up the political agenda. In the next round of IPCC discussions in 2006, the proposed National Greenhouse Gas Inventory Programme, which calculates each country's carbon budget, will include emissions from artificially flooded regions. But these guidelines will only take account of the first 10 years of a dam's operation and only include surface emissions. Methane production will go unchecked because climate scientists cannot agree on how significant this is; it will also vary between dams. But if Fearnside gets his way these full emissions would be included. With the proposed IPCC guidelines, tropical countries that rely heavily on hydroelectricity, such as Brazil, could see their national greenhouse emissions inventories increased by as much as 7% (see map). Colder countries are less affected, he says, because cold conditions will be less favourable for producing greenhouse gases. Despite a decade of research documenting the carbon emissions from man-made reservoirs, hydroelectric power still has an undeserved reputation for mitigating global warming. "I think it is important these emissions are counted," says Fearnside.

# \*\*\*Offcase Arguments\*\*\*

## \*\*Disad Links\*\*

### Spending Links

#### The plan is immensely costly - each lock alone cost $50 million dollars.

 ASCE 06’ [American Society of Civil Engineers, 140,000 members of the civil engineering profession worldwide and America's oldest national engineering society, “Inland Waterways”, Report Card for America’s Infrastructure, April 10th <http://www.infrastructurereportcard.org/fact-sheet/inland-waterways>]

Currently, the Corps has $180 million per year available for lock repairs—half comes from the IWTF revenues and half comes from congressional appropriations. With an average rehabilitation cost of $50 million per lock, the current level allows the Corps to fully fund only two or three lock projects each year.

#### The IWTF is bankrupt - plan costs would be directly derived from the federal government.

Hopey 08’ [Don, instructor for Topics in Environmental Geology, “Money dries up for work on locks and dams”, November 3, <http://www.post-gazette.com/stories/local/uncategorized/money-dries-up-for-work-on-locks-and-dams-619521/?print=1>]

That's because the federal Inland Waterways Trust Fund, which by law must provide half of the dollars for the maintenance and repair work, is nearly bankrupt. The trust fund, which annually collects about $90 million through a 20-cent-a-gallon tax on diesel fuel used by barge industry tow boats, has been spent down and depleted by lock and dam projects further down the Ohio River in Kentucky. Because of the insolvency of the trust fund, the corps can't draw on federal money to remove the 101-year-old Elizabeth Locks and Dam, which the corps has rated "unsafe and critically near failure." "When we complete that river wall and the contract expires, unless there is money in the trust fund, construction will cease at Charleroi," said Col. Michael Crall, commander and district engineer for the corps' Pittsburgh District. "Now that the trust fund has gone broke, the corps can't do anything until it is replenished. And local industry says it's paid its share and is reluctant to agree to an increase in the tax," Mr. McCarville said.

#### Inland waterways is the most expensive form of transportation

Nicollet Island Coalition 10

Brad Walker, UMR Coordinator at Izaak Walton League Wetlands & Floodplain Director at Missouri Coalition for the Environment, “Big Price – Little Benefit,” February 2010, http://www.iwla.org/index.php?ht=a/GetDocumentAction/i/2079

Barge Industry contributions are inadequate to properly fund the Inland Waterways Trust Fund’s projects backlog, yet the industry wants to restore IWTF solvency and increase inland waterways navigation investment primarily by increasing the burden on all other taxpayers. • The barge industry touts itself as the cheapest form of commodity transportation. Unfortunately, the equation used to derive that designation excludes over 90 percent of the costs to support the inland waterways system. According to the National Academy of Sciences,1 U.S. taxpayers pay 92 percent of the inland waterway system (IWS) costs of constructing, operating and maintaining barge navigation infrastructure. This is compared to virtually no taxpayer support for rail system users and only 20 percent for highway system users. The general public does receive some benefits from the current dams on the rivers, though it can be argued that the costs, both financial and to the environment, have far exceeded these benefits. The barge industry paid nothing for the original lock and dam system and do not contribute to repairing and restoring degraded riverine ecosystems, which the inland waterways navigation system is largely responsible for causing. The taxpayers have been totally responsible for these costs, and as mentioned above all of the O&M costs and 50 percent of the construction and rehabilitation costs. • When all costs are accounted for, the inland waterways system is by far the most expensive shipping system in the country. What the 1986 Inland Waterways Trust Fund Legislation Requires: • Funding of the IWTF comes from a diesel fuel tax per gallon paid by commercial transportation on inland waterways. The tax increased incrementally from 1986 at $0.10 to 1995 at $0.20. The tax from this legislation has not increased since 1995.2 • The legislation requires 50 percent of the cost of construction3 of new inland waterways navigation facilities to be funded from the IWTF.

#### New locks are not worth the initial investments

Walker et al 2010

Brad Walker, Glynnis Collins, David Conrad, Christine Favilla, Bill Grant, David Hoskins, Scott Kovarovics, Dawn Merritt, Mark Muller, Julia Olmsted, Brad Redlin, Gwen Steel, and Dr. Don Sweeney, Nicollet Island Coalition, “Big Price- Little Benefit: Proposed Locks on the Upper Mississippi and illinois rivers Are not economically Viable” February 2010 <http://www.iwla.org/index.php?ht=a/GetDocumentAction/i/2079>, Accessed 6-26-12

The UMR-IWW navigation expansion planning process has, since its inception, been replete with problems associated with the proposed new and extended locks. In early 2000, the Inspector General for the Department of the Army confirmed that the Corps had manipulated the economic justification for the proposed locks, and the resultant controversy delayed the navigation expansion process for more than a year. After selecting a plan from the developed alternatives in NESP in late 2004, the Corps was then required to undertake a lengthy economic re-evaluation of the proposed navigation plan. In January 2006, the Assistant Secretary of the Army (Civil Works) responded to the Corps’ Recommended Plan for NESP, stating that he did not believe the seven new locks were demonstrated to be economically justified. In response, the Corps provided an Economic Reevaluation Report in March 2008. After all of this effort, in July 2008 the Assistant Secretary of the Army declared, “My office has completed its review and I have determined that the recommended project cannot yet be supported by the reevaluation report….” The Assistant Secretary of the Army further determined that, “There are too many uncertainties documented by the [External Review Panel] to warrant conclusions that the project is economically justified.

## \*\*Politics Links \*\*

### Link: Partisan

#### **Inland waterways are partisan—spending**

Glass 11

Pamela Glass, Washington Watch, “Inland waterways funding: Tax increases or user fees?”, September 22, 2011 http://www.workboat.com/blogpost.aspx?id=11232

Just before Christmas, the inland waterways industry found coal in its stocking when the Obama administration bluntly rejected a new funding plan that had taken 18 months to develop. Shocked, as it thought it had a strong proposal to modernize and maintain the nation’s system of aging locks and dams, the joint industry-federal board that developed the plan pleaded with federal officials to reconsider. After months of silence, the response finally came last Monday when the president announced his plan for economic growth and deficit reduction. But its not quite what the industry had hoped for. Obama’s proposal includes a plan to finance waterways infrastructure with “a new user financing structure.” This user fee would supplement the diesel fuel tax that barges now pay to finance 50 percent of infrastructure construction. (So there would possibly be two taxes — the existing diesel tax and a likely lockage fee under the president’s plan.) By contrast, the joint industry-federal plan would, among other reforms, increase the diesel fuel tax by six cents a gallon, while shifting more of the financial burden for building most infrastructure from a 50-50 federal-industry split entirely to Uncle Sam. This shift is one of the principal reasons why the Obama administration and taxpayer groups oppose the plan. Testifying before a congressional committee on Wednesday, Jo-Ellen Darcy, assistant secretary of the Army for Civil Works, said that the new fee would raise $1.1 billion additional revenue for the Inland Waterways Trust Fund. The idea is that beneficiaries should shoulder a significant share of the costs of the infrastructure they use. It’s not yet clear what form the fee would take. Lockage fees, perhaps in the form of a flat fee or sliding scale to help combat congestion delays, are possibilities, although such proposals have been rejected by Congress when included in previous budgets. Darcy said the administration would offer details soon. 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. Many congressmen at Wednesday’s hearing, although emphasizing the need for a resolution, expressed reservations about components of the joint industry-federal plan. Meanwhile, taxpayer groups called it “greedy” and suggested that some “deadbeat waterways” should be shut down, investments prioritized, and lockage fees considered. At least two congressmen — one Democrat and one Republican — told me after the hearing that any plan with a tax increase will not likely move forward. This leaves us with a murky future for the reform of inland infrastructure funding. There is still a lot of work to be done.

#### Plan sparks political backlash—funding and the barge industry

Glass 11

P. Glass, The Maritime Domain Awareness Information Exchange, MDA.com, “Inland infrastructure funding remains elusive”, December 20, 2011 http://www.mda.gov/2011/12/20/top-ten-news-stories-of-2011/

Inland infrastructure funding remains elusive A long-term funding solution for the nation’s aging inland infrastructure remains elusive, as Congress, skittish about increasing taxes and federal spending, considers two funding proposals that would do just that. The difficulty is that neither of the plans — one offered by the Obama administration, the other by a joint industry-federal advisory board — makes lawmakers feel politically comfortable in an environment dominated by partisan politics and intense pressure to cut spending and the federal deficit. The first, floated more than a year ago by the Inland Waterways Users Board (IWUB), envisions more federal spending on lock-and-dam construction while proposing an increase in the diesel fuel tax now paid by the barge industry into the Inland Waterways Trust Fund. The Capital Development Plan (CDP) also calls for significant reforms in how water projects are evaluated and prioritized for funding. The industry plan “is a place to start the discussion,” Rep. Bob Gibbs, R-Ohio, chairman of the House Water Resources and Environment subcommittee, said after a September hearing. “I don’t think it will go forward with a tax increase.” Added Rep. Timothy Bishop, D-N.Y., the panel’s ranking minority member: “I don’t see how this plan can fly unless there is an increase in the Corps budget, and I don’t see that happening.” The second plan, proposed recently by the Obama administration, would collect more funds for inland waterways infrastructure by imposing new fees on commercial vessels that use the nation’s rivers. The plan is expected to raise $1 billion over the next 10 years by using a two-tier fee system — one for all inland waterways operators and a second for those transiting locks — and would supplement the current 20-cent-per-gallon fuel tax. The plan would also expand the definition of inland waterways from 27 to 67 segments that would be subject to the new fees. These differing proposals have set up a perfect storm for a stalemate. The barge industry opposes the Obama plan, saying it is unworkable and unfairly doubles the taxes and fees on commercial shippers. The Obama administration opposes the industry plan, preferring instead its solution that would make commercial users pay more for using inland rivers. Meanwhile, Congress hasn’t shown much enthusiasm for either. No lawmaker has yet come forward to offer legislation on the industry’s plan, only one hearing on Capitol Hill has been held, and several lawmakers have said that any plan that shifts more costs to U.S. taxpayers or increases taxes will not pass Congress. User fees are equally unpopular, with previous proposals being ignored by Congress. But industry representatives, acknowledging tight budgets and challenges of educating lawmakers about the importance of waterways, remain optimistic that a solution can be found. The Waterways Council Inc., an industry-funded group, has taken a different track on convincing Congress that the industry plan merits approval. Newly appointed WCI president and CEO Michael J. Toohey pointed to some positive signs of late, including the willingness of Rep. Ed Whitfield, R-Ky., to offer the CDP legislation, and the inclusion of waterways infrastructure improvements in the president’s jobs plan. “We have a moment in time where the stars are aligned, and we must take advantage of it,” he said. “We will continue to have an opportunity if the economy remains stagnant, and we have high unemployment before the elections.”

### Link: Political Capital

#### The plan costs capital- funding concerns.

Cochran, 2009 Bipartisan Senate Group Outlines Case Against Plan to Fund Inland Waterways Trust Fund

Chris Gallegos, September 22, 2009, http://www.cochran.senate.gov/press/pr092209a.html

U.S. Senators Thad Cochran and Roger Wicker, both R-Miss., today reiterated their opposition to a proposed lock usage fee sought by the Obama Administration to raise revenue for the Inland Waterways Trust Fund. The Mississippi Senators are among a bipartisan group of 20 Senators who object to the proposed fee and who issued letters to the leadership of the Senate Finance Committee, as well as the Senate Environment and Public Works Committee, asking them not to move forward with legislation to implement the lock usage fee. “There is a clear recognition that the Inland Waterways Trust Fund cannot keep up with the demands placed on it. The lock usage fee, which Congress has rejected in the past, is not a fair or efficient tool for fixing the financial problems facing the Trust Fund,” Cochran said. “I think the Congress should work to find a more suitable solution that will keep the Trust Fund solvent and enable the Army Corps of Engineers to address the backlog of improvement projects on our waterways, ”Cochran continued. “The Inland Waterways Trust Fund’s solvency must be addressed, but proposing a solution that has been rejected by Congress in the past is not the way to go,” Wicker said. “Lockage fees represent a highly inequitable fix to this problem. The lockage fee idea should be abandoned and Congress should be allowed to continue working toward a better solution.”

#### Plan would cost Obama political capital – it’s a flip flop from his previous position to have the barge industry fund their own development.

Pacific Northwest Waterways Association, 2011"PNWA Supports a National Dialogue to Address the Inland Waterways Trust Fund." PNWA Supports a National Dialogue to Address the Inland Waterways Trust Fund.. Web. 25 June 2012. <http://www.pnwa.net/new/Articles/IWTF.pdf>.

In recent years, the Bush and Obama Administrations have both proposed phasing out the diesel tax and imposing a new lockage fee for commercial barges using locks operated by the Corps. PNWA, other river system organizations, and Congress have steadfastly opposed a shift to lockage fees, which would inordinately hurt the Columbia Snake River System. In September 2011, the Obama Administration released another proposal to raise more revenue for the IWTF. The proposal would keep the existing diesel tax of 20 cents/gallon, and phase in an additional fee on vessels moving commercial cargo. The additional fee would have two tiers, with the higher tier levied on vessels that use locks. PNWA does not support this proposal. The PNWA membership supports a national dialogue to determine equitable stakeholder funding levels to maintain the viability of the Fund. Our members look forward to working with the Administration, Congress and industry to identify reasonable and appropriate funding sources to rebuild the Fund.

### Link: Popularity

#### The plan is unpopular.

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

Yet, there's little prospect for more infrastructure investment as a divided Congress battles about how to cut the $1.3 trillion federal deficit, and state and local governments face their own budget shortfalls. Government investment in highways, bridges, water systems, schools and other projects has fallen each year since 2008. IHS Global Insight expects such outlays to drop 4.4% this year and 3% in 2013. The U.S. is spending about half of the $2.2 trillion that it should over a five-year period to repair and expand overburdened infrastructure, says Andrew Herrmann, president of the American Society of Civil Engineers. Inland waterways, for example, carry coal to power plants, iron ore to steel mills and grain to export terminals. But inadequate investment led to nearly 80,000 hours of lock outages in fiscal 2010, four times more than in fiscal 2000. Most of the nation's 200 or so locks are past their 50-year design life.

#### **Waterway popularity down in favor of better forms of transport**

Marine Link 12

“US Inland Waterway Transportation Outlook,” 6/14/2012, Marine Link.com: *Maritime Reporter* and *MarineNews* magazines online, <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.

#### Congress does not want to pass waterway funding

Farm Futures 11

“Funding for Modernization of Inland Waterways Faces an Uphill Battle,” Farm Futures Staff, August 8 2011, http://farmfutures.com/story.aspx/funding-for-modernization-of-inland-waterways-faces-an-uphill-battle-0-51995

Upper Mississippi and Illinois River Locks modernization faces new funding hurdles amid enactment of major debt reduction. Congress authorized Upper Mississippi and Illinois River Locks modernization over former President Bush's veto in 2007, but never appropriated any dollars for the effort. Now, in 2011, Waterways Council Spokeswoman Debra Colbert says the fight to secure funding faces the new obstacle of debt reduction. "It is a fiscally difficult environment and a politically difficult environment as well," Colbert said. "The government is going to be looking for cuts in as many places as they can find. From our point of view however an investment in inland waterways infrastructure is just about the best return on investment you have going." That investment in infrastructure would help jobs, the environment, safety, and farm exports, which just got a boost with Hill leaders agreeing on a way to move free trade deals ahead in September. "When we hear President Obama say he wants to double exports, I think it's within the next four years, it's very frustrating when 60% of the nation's grains are moved on our inland waterways," Colbert said. "You cannot double exports and trade in the way that he prescribes if you don't have the right infrastructure and the efficient infrastructure to make that happen." Colbert says much of the problem lies on Capitol Hill where a 20-year Inland Waterway Capital Development Plan by private industry and the Army Corps is moving at a crawl. "Unfortunately we haven't made as much headway as we'd like to just given the political and fiscal environment that we're dealing with, but we continue to press on," Colbert said. "We would hope to have something included in a potential House Transportation and Infrastructure bill that has a maritime title. We continue to talk to those folks about the importance of having a proposal like the Capital Development Plan." That is another option rather than including it in another water resources and development act that has now slowed way down in the Senate Environment Committee. The Capital Plan also calls for raising the tax paid by commercial users of the waterway system, but with objections from politically-strengthened anti-tax Republicans, Colbert says that too may be a tough sell.

#### Plan not popular - Congress has consistently rejected lock funding

Glass 11

 “Obama proposes inland waterways financing program,” Pamela Glass, staff writer for Work Boat, published 9/26/2011, <http://www.workboat.com/newsdetail.aspx?id=11266>

Darcy said the administration has begun to discuss the plan with the inland industry and other stakeholders. Both the Bush and Obama administrations have previously submitted legislative proposals to replace the fuel tax with a lock user fee that would have increased revenues and tied user fees to trust fund balances. Congress rejected them all. Last year, the Inland Waterways Users Board, a federal advisory committee, endorsed an alternative capital development plan that would increase the fuel surcharge by six cents, but also require an increase in the federal share of inland waterway costs. Congress is now considering the plan.

### Link: Presidential Opposition

#### Obama is opposed to spending on waterways

Charles V. Stern Analyst in Natural Resources Policy April 12, 2012 “Inland Waterways: Recent Proposals and Issues for Congress” http://www.fas.org/sgp/crs/misc/R41430.pdf

The user industry (including the barge industry and agricultural groups) argues that changes are necessary to shore up the trust fund, improve deteriorating inland waterway infrastructure, and distribute costs more equitably among those who benefit from the system (e.g., more funding by federal taxpayers for dams). They also note that waterways support jobs and are a vital component of the nation’s transportation mix. The Obama Administration generally agrees that major changes are needed to meet infrastructure needs, but argues against increased costs for the federal government. Some groups also argue that an increased share of waterway costs should be borne by users (i.e., a decreased share for the federal government), and have suggested that operations and maintenance costs (currently a 100% federal cost) should also be a user responsibility.

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## \*\*Counterplan Solvency\*\*

### Private Investment CP Solvency

#### Public investment in waterways doesn’t solve for the environment – use of disincentives.

J. Brian Phillips & Alan Germani, Spring 2010, owns a contracting company based in Houston, Texas, he helped defeat zon-ing ordinances in Houston in 1993' and in Hohhs, New Mexico in 2007, and has actively fought other violations of property rights, Alan Germani is the associate editor of The Objective Stand, p. 52-3, Ebsco Host

Although some claim that still more government regulations are required to combat the ongoing problems of pollution and depleted fish populations, any such coercive measures are in principle doomed to failure because they attempt to treat problems in the waterways while ignoring their actual cause: "public ownership." Government force may provide a disincentive for certain behaviors, but this disin-centive does not motivate the users of waterways to maintain or enhance the life-serving value of these resources. As a result, America's waterways remain largely and significantly polluted, and fish populations, even where they are stabilizing, remain at levels insufficient to meet the growing demand for seafood. If "public" waterways offer little incentive for users to mitigate pollution and increase fish populations, then how do waterways fare when privately owned? Although "public" waterways are overwhelmingly the norm, the few instances of private waterways that do exist demonstrate that, to the extent that their right to property is recognized and protected, the owners of these resources have a strong incentive to maintain and enhance their life-serving value. Although nearly every state in the United States prohibits private owner-ship of streams, streams in a small section of Montana's Yellowstone Valley re –mark ably have not been subjected to the "public trust " doctrine. In this section of Yellowstone, streams are owned by individuals who profit from their property by leasing fishing rights to sports fishermen.^^ Stream owners have an incentive to keep their streams clean and well-stocked for their customers, which they ac-complish by voluntarily limiting both access to their property and the grazing of livestock nearby. The owners set these limits according to their own best judgment and toward the goal of long-term profits. Their streams, which are clean and teem –ing with fish, are in sharp contrast to "public" streams in the United States, many of which are too polluted for swimming or fishing ''and in which populations of such freshwater species as trout and bullheads are declining.^"

#### Private investment in waterways is the best option – incentive to maintain and improve.

J. Brian Phillips & Alan Germani, Spring 2010, owns a contracting company based in Houston, Texas, he helped defeat zon-ing ordinances in Houston in 1993' and in Hohhs, New Mexico in 2007, and has actively fought other violations of property rights, Alan Germani is the associate editor of The Objective Stand, p. 64, Ebsco Host

"Public" waterways are inherently impractical: By denying men the ability to es-tablish property in waterways, the "public trust” doctrine reduces their incentive to maintain and improve waterways. By contrast, private waterways are entirely practical: By recognizing the creation of and right to use values in the waterways, private property and the principle of property rights enable men to profit by creat-ing, maintaining, and enhancing values in the waterways. Those concerned with the cleanliness of water, the health and viability of fish populations, and, more importantly, each man's right to use his creations, must ad-vocate the privatization of waterways and the protection of property rights there -in. If the government—through a legislature that passed laws protecting value creation in the waterways and a judiciary that applied the principle of property rights when adjudicating disputes—recognized and protected private ownership in the waterways, then men could pursue value-creation there in, confident that they would have legal recourse should another violate their right to do so. The only alternative to such a system is the kind of system we already have: a legal and political frame work that violates individual rights and quashes the incentive for men to maintain and improve the value of waterways. If we care about the health and viability of waterways, we must advocate their privatization.

#### Cooperation with private sector is key

Dept of Homeland Security 8 [“Small Vessel Security Strategy”, April, http://www.dhs.gov/xlibrary/assets/small-vessel-security-strategy.pdf]

The private sector performs a central role in ¶ Homeland Security and can assist authorities in ¶ reducing each of the components of risk (threat, ¶ vulnerability, and consequence). ¶ Small vessel operators can be effective partners ¶ in detecting threats in our ports and on our ¶ waterways. The large number of small vessel ¶ operators and their familiarity with the local area ¶ and patterns of waterway use make it possible ¶ that small vessel operators will be the first to ¶ recognize suspicious behavior. DHS must ¶ promote and strengthen their effectiveness ¶ through public dialogue regarding their role in ¶ homeland security and specialized programs ¶ such as America’s Waterway Watch. Non­¶ governmental organizations are key partners in ¶ keeping this dialogue going. ¶ The private sector, through its efforts at securing ¶ private facilities from unauthorized entry and ¶ other intrusions, plays a key role in reducing our ¶ vulnerability to terrorist exploitation of small ¶ vessels. Small vessel operators can reduce ¶ vulnerability by ensuring their vessels are secure ¶ and protected against unauthorized use. ¶ The private sector is the Nation’s primary ¶ provider of goods and services and the owner ¶ and operator of approximately 85 percent of our ¶ critical infrastructure. It is an essential partner in ¶ ensuring structural and operational resilience that ¶ protects the American people, establishing ¶ security around critical infrastructure and key ¶ resources, and reporting suspicious activities at ¶ work sites that could uncover and ultimately help ¶ disrupt terrorist activity. ¶ The private sector is also a critical partner in ¶ rebuilding critical infrastructure and key ¶ resources affected by a catastrophic incident as ¶ well as in fielding scientific and technological ¶ advancements that can help secure the United ¶ States. Due to the multiple and essential roles the ¶ private sector plays across all areas of homeland ¶ security, continued collaboration and ¶ engagement with the private sector to strengthen ¶ small vessel security is imperative.

### States CP Solvency

#### States can restore and rehabilitate waterways. Empirical evidence.

Members of Governor's Cabinet 7/13 [Members of the New York State Governor's Cabinet Make Announcement During Stop in Herkimer County as Part of Buffalo to Albany Bike Tour, 2008, <http://www.governor.ny.gov/press/07132012-flood-mitigation-grants>]

Governor Andrew M. Cuomo today announced that $9 million in flood mitigation and flood control grants will be awarded through the NY Works program to 23 counties to help restore and rehabilitate New York’s waterways that were severely impacted by Hurricane Irene and Tropical Storm Lee. In addition, New York State is providing $7 million in funding so counties can meet their 25 percent non-federal match requirements for eligible federally funded stream restoration projects through the USDA Natural Resources Conservation Service. All together, $16 million from New York State is leveraging $44 million in federal and local funding to complete emergency watershed protection and flood reduction projects in 26 counties.

# \*\*\*Disadvantages\*\*\*

## \*\*Railroads Disad\*\*

### Railroads Disad 1NC

#### Railroad industry is booming now - Fuel costs don’t make it unsustainable because domestic energy production solves

Mark Szakonyi, Associate Editor Jun 11, 2012 “US Rail on Strong Track As Economy Slows” The Journal of Commerce, Online http://www.joc.com/intermodal/us-rail-strong-track-economy-slows?page=2

The U.S. rail shippers don’t appear to heeding the warnings of a national economic slowdown. Intermodal volume in May on the major U.S. railroads hit the highest level in history for that month, according to the Association of American Railroads. Intermodal traffic last month was 3.5 percent higher than the same month a year ago. Although carload volume was down 2.8 percent year-over-year in the same period, the big losses were because of slumps in the major commodities of coal and grain. Sluggish grain shipments are more cyclical than a reflection of the health of the economy. And poor coal volume isn’t because utilities aren’t powering factories but because of a warmer-than-usual winter and increased federal regulatory pressure to burn natural gas rather than coal. Besides, most of the business categories tied to manufacturing saw healthy growth on major railroads in May. Petroleum and related products jumped 49.2 percent, reflecting the continued growth of the domestic energy industry. Primary metal products traffic rose 4.3 percent, and shipments of motor vehicles were up 27.7 percent from a year ago. The only worrying decline was an 11.8 percent drop in chemical shipments. A similar scenario is seen in U.S. short line volume. Volume was nearly flat in the week ending June 2, but overall traffic for the year is up 1.1 percent, according to the RailConnect Index. Like the major U.S. railroads, the short lines have been hit by drops in coal and grain shipments. Other than those declines, most commodities have expanded this year. Intermodal, motor vehicles and equipment, and lumber and forest products volumes so far in 2012 are all up on a double-digit basis.

#### Transportation industry picks winners and losers – water improvement trades off with rail transportation

CCES 2010 (last date cited) Center for Climate and Energy Solutions, “Freight Transportation” Online http://www.c2es.org/technology/factsheet/FreightTransportation

There are many modes of transportation for the movement of goods including truck, rail, water, air, and pipeline. By weight and value, most goods are moved on trucks, but the amount of freight moved by rail is comparable when one considers the amount multiplied by distance as measured in ton-miles (see Figure 1). Because the freight transportation industry is highly competitive, the private sector chooses the most cost-effective mode for transportation. For instance, intermodal transport (using more than one mode) handled less than 11 percent of goods by value in 2008, likely due to the cost of transferring goods between modes. There is evidence that some of the transfer costs are offset by low-cost, long-distance hauls. The Federal Highway Administration (FHWA) estimates intermodal transport’s share of goods will increase to over 21 percent by 2035.[8] Each mode of freight transportation offers advantages and disadvantages. Some useful metrics to compare and contrast freight transportation modes are energy efficiency, convenience, and cost.

#### Railroads key to the economy – key to all other forms of transportation

John Horsley 2003 (last date cited) Executive Director American Association of State Highway and Transportation Officials “Freight-Rail Bottom Line Report” http://www.camsys.com/pubs/FreightRailReport.pdf

Rail provides shippers of heavy materials or large volumes of materials with a transportation option that can be significantly more cost-effective than truck. Depending on the density of the commodity, one railcar may move the same weight or volume as four or five trucks. Even industries that ship their finished products by truck may be dependent on rail. For example, poultry farmers ship finished chickens to supermarkets by truck, but most of the cost is in buying and moving feed, which is done by rail. For such shippers, rail is usually the low-cost option, and rail rates have been dropping. On average, it costs 29 percent less to move freight by rail today than in 1981. 8 The associated cost savings (in the billions of dollars annually) are vital to the viability of these businesses. The availability of rail service can be an important factor for states and municipalities interested in retaining and attracting these types of businesses. Many states believe that freight-rail service is vital to their economies and have made freight-rail service, especially the retention of lower-density branch lines, a significant part of their economic development and transportation programs. The quote from the Idaho Department of Commerce, shown in Figure 19, reflects the importance of rail to many state departments of economic FREIGHT–RAI L BOTTOM L INE REPORT 27 development, commerce, and agriculture. Rail service also can act as a catalyst for redeveloping urban corridors and underutilized rail-served brownfields as “integrated logistics centers” — concentrations of rail-served warehousing, distribution, and manufacturing — with efficient rail and truck service. Figure 20 shows a schematic of an “integrated logistics center” developed on brownfield industrial property adjacent to a highway and rail line. To estimate the value of freight-rail service to the nation’s shippers, a hypothetical case was examined: What if shippers in 2000 did not have access to rail and instead made the equivalent shipments by truck paying truck rates? The answer: $69 billion. Table 3 shows the hypothetical impact of shifting to truck the 1,239 billion tons of freight now carried by rail at $0.024 per ton for a total cost of $25 billion. If this same 1,239 billion tons of freight were carried by truck at the prevailing average cost of $0.080, the total cost to shippers would be $99 billion, an increase of $69 billion. This figure would increase annually as the total volume of freight increases with the growth of the economy and trade. The final cost to consumers would be significantly higher as the economic-multiplier effect of increased shipping costs rippled through other sectors of the economy. In practice, if the freight-rail system suddenly “went away,” some of these shippers would use water, some would relocate, and others might not ship at all. However, this hypothetical case provides one illustration of the economic importance of rail within the overall transportation system. The railroad industry also makes direct contributions to the nation’s economy. U.S. freight railroads pay over $14 billion a year in wages and benefits to their 192,000 employees. Class I railroad capital expenditures in 2000 came to $6.1 billion. Class I railroads also paid more than $2.2 billion in payroll taxes, $382 million in federal income taxes, and $800 million in other taxes. 9

### 2NC Uniqueness

#### Rail industry ridership booming now – squo investments solve sustainability

Erik Pages June 13, 2012 “Buy American and Regional Development: Emerging Opportunities in Rail Transportation” Manufacturing Extension Partnership, Online http://nistmep.blogs.govdelivery.com/2012/06/13/buy-american-and-regional-development-emerging-opportunities-in-rail-transportation/

The US freight rail industry is booming, and is still the world’s largest freight market. Equally exciting is the emergence of new opportunities in the passenger rail industry. Several exciting trends are coalescing. Ridership numbers are rapidly rising. Between 1995 and 2008, ridership on commuter, light and heavy rail jumped 72 percent. Demographic trends suggest these patterns will accelerate. New USPIRG research shows that younger Americans have strong preferences for alternative transportation, including rail. Finally, new resources are being deployed to upgrade and expand rail infrastructure across the US. The emergence of a revitalized rail industry is a good thing for residents and for business as it ensures that people and goods can move more easily. But, the benefits go further. The emergence of new demand for rail creates new opportunities for American manufacturing. After years of neglect, the prospects for US passenger rail suppliers are looking up.

#### Rail industry is expanding now – lower costs and environment

Elizabeth Dovell March 7, 2012 “U.S. Rail Infrastructure” Council on Foreign Relations, Online http://www.cfr.org/united-states/us-rail-infrastructure/p27585

The U.S. freight rail industry continues to thrive today. "America's freight railways are one of the unsung transport successes of the past thirty years," says the Economist. "They are universally recognized in the industry as the best in the world." Freight railroad is maintained with little taxpayer money, unlike alternative forms of freight transport such as trucks and barges, for which the government maintains the infrastructure. Over the last several decades, U.S. freight companies have made billion-dollar investments in the national rail network. Warren Buffett highlighted this trend in 2009, increasing Berkshire Hathaway's holdings of BNSF (USA Today)--the nation's second largest railroad--by $26 billion. Remarking on the historic investment, which was the largest in the history of Berkshire, Buffett said, "Our country's prosperity depends on its having an efficient and well-maintained rail system." Compared to other modes of freight transport, rail also has a smaller environmental impact, better fuel efficiency, and lower costs over large distances. Steel wheel technology makes rail far more efficient than truck freight due to limited rolling resistance: railcars become more efficient as more weight is added. Trains can now move one ton of cargo approximately 484 miles on just one gallon of fuel, according to the American Association of Railroads. Lower freight rail costs save consumers money and help keep U.S. manufacturers globally competitive. According to Dr. Pasi Lautala, director of the Rail Transport Program at Michigan Technological University, "If you talk to industry experts, everyone has a positive outlook on the future of the freight rail industry, because it makes sense if you look at the world right now. You look at the economic advances, especially in fuel consumption compared to truck traffic and the limitations of marine transportation."

### 2NC Links: Waterways

#### Cost and viability are the key persuaders – the aff forces a shift away from rail

David V. Grier 2004 (last date cited) U.S. Army Corps of Engineers, Institute for Water Resources “The Declining Reliability of the U.S. Inland Waterway System” http://onlinepubs.trb.org/onlinepubs/archive/Conferences/MTS/4A%20GrierPaper.pdf

The Corps of Engineers’ Lock Performance Monitoring System data indicate that lock unavailability time has more than doubled over the past decade. While a more detailed look at the causes of the unavailability time is needed (lock malfunction versus other reasons), data for locks on the Upper Mississippi River suggest that increasing durations of unscheduled lock maintenance and mechanical malfunctions are a primary cause. This has serious implications for the future of the inland waterway system as a viable freight transportation mode. Concerns over increasing lock unavailability time, lock unreliability, and system integrity may be leading some shippers toward a modal shift to rail or highway. Considering that on a system-wide basis, waterways are generally more energy efficient and produce fewer air emissions than other freight modes, perhaps there needs to be a discussion of what transportation policies and goals best serve the long-run national interest. As noted earlier in this paper, the Department of Transportation’s Freight Analysis Framework (FAF) is projecting freight traffic to increase 70 percent by 2020. The brunt of this growth will be borne by highways, which are already at capacity in many locations. The FAF assumption is that rail and water modes can help meet the freight demand that cannot be handled by the highway system. But if lack of investment and perceived unreliability are already steering shippers away from water, this mode may not be able to play the future role for which it is needed. Indeed, with increasing lock unavailability across the system, the practical capacity of the inland waterway mode diminishes over time, pushing more cargo off the system and perhaps stressing other freight modes even sooner than suggested in the recent FAF study.

#### Waterways take decrease the use of railway transit

TEMS 2008 [“Impact of High Oil Prices on Freight Transportation: Modal Shift Potential in Five Corridors”, TEMS, October 2008, http://www.marad.dot.gov/documents/Modal\_Shift\_Study\_-\_Executive\_Summary.pdf]

Although the minimum breakeven line-haul for rail is calculated at only 400 miles, railroads typically require at least 700 to 1,000 miles to generate a sufficient profit margin. Railroads need this profit margin because they must finance their own infrastructure costs for expanding capacity, and traditionally their short-haul traffic has not generated sufficient profit to justify the required infrastructure investment. Moreover, U.S. railroads (particularly those with east-west corridors) have struggled with capacity constraints over the past decade and so are limited in terms of how much additional traffic they can carry.

#### Waterways effectively undercut the services of railway transit

TEMS 2008 [“Impact of High Oil Prices on Freight Transportation: Modal Shift Potential in Five Corridors”, TEMS, October 2008, http://www.marad.dot.gov/documents/Modal\_Shift\_Study\_-\_Executive\_Summary.pdf]

In terms of the different types of water vessels, one of the most important results of the analysis is the relative strength of slower moving, COB services. As fuel prices increase, COB service becomes more and more cost competitive with truck and rail. Although COB is slower than rail, its costs are much less affected by fuel prices than either Roll-On/Roll-Off (RORO) or rail services. Cost increases for COB services are only around one-third of those for ROROs.

#### Waterways compete with rail and lower rail profitability

Klindworth 98 [Keith, “Intramodal Competition in the U.S. Rail Industry”, USDA, July, http://ntl.bts.gov/lib/000/000/26/ch4j.pdf]

A landmark study of the relationship between railroad concentration and pricing power in grain transportation markets was done by MacDonald, who found that as the number of intramodal competitors or the intensity of intermodal competition increased, the prices railroads could charge decreased (see information sources). More specifically, he found that moving from a railroad monopoly to a duopoly at a corn-shipping point located 75 miles from water competition reduced rates by 17.4 percent. Moving from two to three railroads at corn-shipping points reduced railroad rates another 15.2 percent. Similar results were observed for wheat markets. Moreover, the farther the shipping points were from a navigable waterway, the greater the effect on rates as additional railroads entered the market.¶ In general, the competitive pressures faced by railroads in grain transportation markets depend on the distance of the movement and the specific origin and destination. When shipping origins are close to a navigable waterway, barges provide intense competition to railroads and railroad pricing is close to cost. Similarly, when the distance of the shipment is relatively short and markets are close, railroads can face significant competitive pressure from trucks. But for those areas where intermodal competition is relatively weak, intramodal competition (rail vs. rail) determines prevailing railroad rates. This is why increased rail concentration is particularly nettlesome for those shippers beyond effective trucking distance from markets or navigable waterways

### 2NC Internal Link Ext: Economy

#### Building new waterways lowers that prices that rail companies can charge

Waterways Journal 10 [“Study Shows Water Transport Impacts Rail Rates”, 4/19, http://www.waterwaysjournal.net/editorial041910.htm]

The April edition of Waterways, a publication of the Upper Mississippi Waterways Association, reports that two Minnesota agencies recently teamed up to determine if competitive relationships between rail and water transport results in Minnesota grain shippers paying excessive rail rates in locations with low levels of competition. The answer was an unequivocal Yes! ¶ The 2010 study, released in January, was carried out by the Departments of Agriculture and Transportation and focused on corn, wheat and soybeans. The U.S. Department of Agriculture, the Minnesota Soybean Research & Promotion Council, and the Minnesota Association of Wheat Growers financed the effort. Minn-DOA used the 2007 Surface Transportation Board’s Rail Waybill Sample for Minnesota to consider more than 63,000 movements of corn, wheat and soybeans. The study’s rate comparisons are between rail rates facing water competition and rail rates free from such constraints, Waterways reported. It does not compare rates between different modes. Rates for the three grains studied vary. ¶ Did we not know about the “unequivocal Yes!” back in the 1970s when the late John Creedy headed up the Water Transportation Association and repeatedly spread the word that railroads used “sharpshooting”? He said plainly and often that rail rates were higher where no water competition was available to compel the railroads to lower them. We can’t recall where Creedy got his statistics. The 2010 study, however, likely provides a much greater statistical field of data with which to work. What we have been reminded of is that Creedy’s conclusions still hold firm. ¶ The value of knowing about “sharpshooting” and “water-compelled rates” is that the knowledge serves as a guide for shippers, terminal operators and potential terminal operators. Nothing has changed. That knowledge is compelling evidence to persuade companies located on or near rivers to construct terminals, thus bringing into play the competition factor that causes railroads to lower rates. Even if a terminal is not in use, knowledge that it soon could be is enough sometimes to lower rates. ¶ Obviously, the key word is competition. If railroads have competition from other railroads, rates will adjust to meet the degree of competition, even if water transport is not part of the picture. When water competition is available, the farther the origination point of the shipment is from the barge terminal, the higher the rates. For example, Waterways reports, “Wheat shipments originating 100 miles from a barge terminal pay rail rates that are 8.7 percent higher than if originating 50 miles from water; increase that to 200 miles from water and the penalty is 18.1 percent, an increase of over 9 percentage points.” (It should be noted that the size of shipments also impacts rates: unit trains offer lower rates.) ¶ The same principle holds true whether we are talking about Minnesota or Missouri. It was true yesterday, holds true today, and most likely will hold true tomorrow.

#### Railroads are contributing a whole bunch to the economy now – it can only continue to make improvements if it’s competitive

John Horsley 2003 (last date cited) Executive Director American Association of State Highway and Transportation Officials “Freight-Rail Bottom Line Report” http://www.camsys.com/pubs/FreightRailReport.pdf

Railroad productivity has improved dramatically over the past two decades. Figure 23 shows the trend in rail productivity measures. ■ Ton-miles handled per railroad employee have nearly quadrupled. ■ Railroad improvements between 1965 and 1995 reduced costs by $25 billion. 14 Improvements included the following: — Introduction of unit and double-stack trains resulted in an annual savings of $7.5 billion in 1996 alone; — Improved track and network rationalization resulted in $7 billion savings in track costs over the period; — Investment in computers and communications resulted in $4.7 billion savings in labor costs; — Reduced crew consists resulted in $4.2 billion savings in labor costs; and — Improved fuel efficiency resulted in $1.3 billion savings in fuel costs. Overall, these productivity improvements have generally translated into service improvements described in terms of shipper cost, visibility and reliability. ■ Cost Rail prices have dropped over the past two decades relative to other modes. Competition among railroads and with trucking has reduced rail rates, benefiting shippers, consumers, and the economy. In 1980, rail was more expensive on an index basis than either truck or water; today, it is more economical than truck or water. Figure 24 shows the change from 1950 to 2000 in rail, truck, and water freight rates. ■ Visibility Shipment visibility is far greater today than ever before. With advanced tracking technologies and web-based services, customers can follow their individual shipments in real-time and make rerouting decisions en route if necessary. The railroads track and report intermodal shipments effectively, but tracking and reporting consistently on carload shipments is still a challenge. ■ Reliability Over the past decade, railroads have introduced scheduled intermodal services with guaranteed reliability (e.g., within 1.0 hours of schedule, 99 percent of the time). Some railroads claim 99 percent on-time performance for their top intermodal customers, but the industry, as a whole, does not yet meet this benchmark. Railroads have also begun to schedule carload train departures, but because these are lower-priority trains in the system than passenger or intermodal trains, the railroads’ ability to meet arrival windows is substantially less. With some exceptions, service quality as measured by average train speed (freight train-miles per train-hour) has not improved over the past decade. Average speeds are actually lower today than in 1991. Figure 25 shows average freight trains speeds over the last decade. Most shippers whose primary need is for speed will elect to use other modes. Rail speed is less of an issue for price-oriented bulk commodities than for intermodal and carload goods, where competition with trucking is stronger. However, equipment cycle time is a crucial requirement in bulk transport, and speed of transit is a major contributor to it. Modern just-in-time logistics place a premium on visibility, reliability, and speed — areas where trucking has an advantage over rail. A critical challenge for rail is to increase its performance in each of these areas, and to do so at a competitive cost.

#### Railroads are key to the economy – jobs, reinvestment, biggest indicator of economic growth

Bret Booen 04/18/2011 “How Freight Rail is Getting the US Economy back on Track” Online http://www.teamidslogistics.com/news/how-freight-rail-is-getting-the-us-economy-back-on-track

There are 565 freight railroads in the United States. Those 565 railroads make up a nearly 140,000-mile long rail network that is used to transport imported goods that come via sea freight and air freight from far away destinations. Along with being a national heritage, the railroad is the most efficient and cost-effective way of moving goods into inner-America. Just don’t tell that to UPS and FedEx, who will try to convince you otherwise. The freight rail industry supports over 180,000 US jobs, and by all accounts that number will rise in the coming years as the government and private investors pour millions of dollars into infrastructure improvements and make freight rail capital investments. It’s no surprise that Pennsylvania, an important corridor situated between Chicago and New York City has the most railroads with a whopping 58 tracks. Meanwhile, Hawaii has the least number of tracks with a whopping zero. If we’re going strictly by freight rail miles, then the state where everything is bigger is No. 1 as Texas sports a network of 10,743 freight rail miles. Texas hosts three signature railway companies namely Union Pacific, Kansas City Southern and Burlington Northern/Santa Fe. I don’t mean to insult your intelligence, but freight rail is an important economic driver because freight rate volumes often tell us exactly where the state of our economy is. Take 2008, for example, when the freight rail industry nearing all-time highs. Everyone was having a great time sending their stuff across America, but then it all came crashing down in 2009. I digress. A single train can carry the load of 280 or more trucks. In other words, a freight train essentially takes more than 1,100 cars off of American highways. The last thing anyone wants is more congestion on American highways. The Association of American Railroads (AAR) reports that congestion on highways costs $87 billion in wasted travel time and fuel each year. So not only is freight rail efficient and cost-effective, but it helps mitigate congestion from our nation’s roads, which was one of the more salient points Obama talked about in his State of the Union Address earlier this year. AAR President and CEO Edward R. Hamberger said, “The President has issued a clear call to American businesses, urging them to get off the sidelines and get back in the game by investing capital and hiring.” While President Obama and other leaders have called upon private companies to increase capital spending and rev up hiring, the nation’s freight railroads have been spending record sums of private capital on the rail network and bringing people back to work. Railroad hiring at the end of 2010 was up 5.2 percent over the year before, according to the report, and railroads are positioned to hire more workers in the coming years. Hamberger says, “Freight railroads have been in the game for the past 30 years, investing more than $480 billion to build and maintain America’s freight rail network with private capital, and supporting jobs all across the country. Freight railroads have a great track record and are ready to continue investing in the national rail network so U.S. taxpayers don’t have to. But, we must have a regulatory framework that supports, and does not hinder, private investment.”

### 2NC Impact Module: Trade

#### Key to trade

John Horsley 2003 (last date cited) Executive Director American Association of State Highway and Transportation Officials “Freight-Rail Bottom Line Report” http://www.camsys.com/pubs/FreightRailReport.pdf

As a result, many ports are taking the lead role in making rail access improvements. The most visible example to date is the recently opened Alameda Corridor, which serves the ports of Long Beach and Los Angeles. The ports, in cooperation with local, regional, and state governments, developed and implemented a $2.4 billion dollar plan to consolidate the operations of three freight lines and reduce local trucking between port and rail facilities. The result is a single, triple-tracked, fully grade-separated, 20-mile intermodal freight-rail corridor. About half the funding is derived from bonds secured by freight-rail revenues; the remainder is a combination of loans, grants, and tax proceeds. The public benefits of the project included strengthening the economic value of the ports, reducing truck traffic and engine emissions, eliminating congestion at rail-grade crossings, and reconnecting neighborhoods once divided by the rail lines. By serving the nation’s seaports, rail becomes a critical element in the nation’s access to global markets and supports U.S. producers and consumers in the world economy. Rail also provides access across land borders to Canada and Mexico. While trucks sit in queues at borders awaiting inspection and clearance, trains that are pre-cleared and electronically tracked can cross the border at full speed without stopping. According to the U.S. Bureau of Transportation Statistics, surface trade with Canada and Mexico was valued at over $575 billion dollars in 2000. Rail was responsible for over $94 billion dollars or 16 percent of this trade. Just five border crossings — Port Huron, Michigan; Laredo, Texas; Buffalo-Niagara Falls, New York; Detroit, Michigan; and International Falls-Ranier, Minnesota — account for 80 percent of rail-borne international trade by value.

### 2NC A2: Bad for Environment

#### Railroads are super fuel efficient

John Horsley 2003 (last date cited) Executive Director American Association of State Highway and Transportation Officials “Freight-Rail Bottom Line Report” http://www.camsys.com/pubs/FreightRailReport.pdf

Railroads provide significant environmental benefits. 12 The U.S. Environmental Protection Agency estimates that for every ton-mile, a typical truck emits roughly three times more nitrogen oxides and particulates than a locomotive. Related studies suggest that trucks emit six to 12 times more pollutants per ton-mile than do railroads, depending on the pollutant measured. According to the American Society of Mechanical Engineers, 2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving by highway were shifted to rail. In 2000, railroads moved a ton of freight an average of 396 miles per gallon. If 10 percent of the freight moved by highway were diverted to rail, the nation could save as much as 200 million gallons of fuel annually. On average, railroads are three or more times more fuel efficient than trucks. Rail is also a preferred mode for hazardous materials shipments. The nation’s railroads handled 1.7 million carloads of hazardous materials in 2000. Just 35 accidents took place that resulted in spills or leaks of the materials.

### 2NC A2: Intermodal Transport Good

#### Intermodalism doesn’t solve – railroads have to remain strong

DAVID B. CLARKE, no date Clemson University “Local and Regional Rail Freight Transport” Online http://onlinepubs.trb.org/onlinepubs/millennium/00067.pdf

Public sector planners must recognize and consider the role small railroads play in local and regional transportation systems. Despite the emphasis on freight and intermodalism in recent transportation laws, many planners still have only a hazy understanding of the critical role of freight transportation and of railroads in particular. The industry must remedy this situation in the new century. A balanced public transportation policy must include rail transportation. To gain maximum credibility and public sector support, the planning process also must consider the role of small railroads and must establish a continuing dialogue among the railroads, their customers, and planners. Corridors in which rail service cannot be maintained should be preserved for future use; if the tracks are removed, the option should remain to restore rail transportation. Planners in larger urban areas also should consider rail rights-of-way as corridors for future transit, either for light rail or conventional rail. With suitable physical plant and operating practices, passenger and freight service can coexist. Careful planning and adequate investment are required, however, to provide satisfactory service levels for both customer bases and to maintain service despite possible increases in capacity needs.

### 2NC A2: Not Sustainable

#### Railroads sustainable now – preserving the current order is key to maintain growth

AAR June 2012 “America Needs More Rail Capacity” Association of American Railroads http://www.aar.org/~/media/aar/Background-Papers/America-Needs-More-Capacity.ashx

In the years ahead, America’s demand for safe, affordable, and environmentally responsible freight transportation will grow. Railroads are the best way to meet this demand. Overwhelmingly private owned and operated, in recent years railroads have been reinvesting more than $20 billion per year — of their own funds, not government funds — to create a freight rail network that is second to none in the world. Public officials can help ensure that America has adequate rail capacity in the years ahead by retaining the current rail regulatory structure that protects shippers and consumers while giving railroads the opportunity to earn the funds they need to keep their networks in top condition; by reforming the corporate tax code to enhance economic development and promote job growth; and by entering into mutually beneficial public-private partnerships with railroads to solve transportation problems.

#### Railroads are sustainable now – maintaining competitiveness key

DAVID B. CLARKE, no date Clemson University “Local and Regional Rail Freight Transport” Online http://onlinepubs.trb.org/onlinepubs/millennium/00067.pdf

The future for local and regional freight railroads is far from clear as the new millennium begins. The industry has many opportunities for growth, but challenges are also formidable. Clearly, small railroads offer a cost-effective, customer-oriented product for shippers. This product is helping to return traffic wherever there is latent demand for rail service. However, to prosper in the next century, the industry must successfully address changes in the economy that affect the demand for railroad service, obtain financing to maintain and improve infrastructure, and learn to operate in an increasingly regulated environment. To do this, small railroads must become tightly integrated into the logistics systems of their customers, maintain close partnerships with Class I railroads, and keep a high profile in the public sector. If these objectives can be accomplished, small railroads likely will be serving customers efficiently as the 22nd century begins.

## \*\*Terrorism Disad\*\*

### Terrorism Disad: 1NC

#### Current legislative initiatives are being implemented to increase the protection of waterways that have traditionally been overlooked and under protected

McCarter, 7/2 [Mickey, “Aviation, Port Security Bills Enjoy Bipartisan Support From House Lawmakers,” July 2, 2012, http://www.hstoday.us/briefings/today-s-news-analysis/single-article/aviation-port-security-bills-enjoy-bipartisan-support-from-house-lawmakers/8774d00b80793d7b125324dc9dad3510.html]

A terrorist attack on the Port of Los Angeles/Long Beach would cost billions to the economy of California and displace thousands of port workers, Hahn warned. Geraldine Knatz, executive director of the Port of Los Angeles, praised the GAPS Act as an effort to prevent such a catastrophe."It's a tribute to both the importance of the issue and Representative Hahn's tenacity that Congress passed her legislation a mere four months after she introduced the bill," Knatz said in a statement. "Trade gateways, like the Port of Los Angeles, are critical pieces of our nation's economic infrastructure. Keeping these gateways safe is a national priority." Thompson also welcomed passage of all three bills Thursday. "As all of us have a stake in securing our nation, my Aviation Security Advisory Committee bill will ensure that the stakeholders who are expected to comply with the policies and procedures developed by TSA have a seat at the table. Then we can be confident that TSA policies are both effective from a security standpoint and address the economic and commercial realities of our nation's airports," Thompson said in a statement. "The SMART Port Act is rooted in not only the improvements to the TWIC program but also what it seeks to do to improve coordination and cooperation between DHS' maritime components and strengthen procurement practices. This bill is the result of bipartisan efforts to strengthen the security of America's ports and waterways and ensure the Department of Homeland Security's maritime security efforts are as effective and efficient as practicable," Thompson added.

#### The plan increases high volume waterway traffic – that offsets status quo initiatives to secure waterways and invites terrorist attacks

Van Dyne (Homeland Security Blog) ’10 “The Inland Waterway Invitation To Terrorism” http://www.thehomelandsecurityblog.com/2010/07/27/the-inland-waterway-invitation-to-terrorism/

Many are surprised at the immense traffic of rural inland waterways.  The [Port of Huntington-Tri-State](http://www.transportation.wv.gov/ports/Pages/WVPorts.aspx), 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](http://www.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.

#### Terrorists will use nuclear UWIEDs in an attack on waterways – they are both easy to use and have a 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.

### 2NC Uniqueness

#### Terrorism In Waterways Is Being Controlled Now

Kouri ’12. (Vice President and Public Information Officer of the National Association of Chiefs of Police) “2012 counterterrorism: NYPD acquires fleet of underwater drones” <http://www.examiner.com/article/2012-counterterrorism-nypd-acquires-fleet-of-underwater-drones>

The nation's largest, most sophisticated law enforcement agency, the New York City Police Department, announced its acquisition of new, high-tech equipment to help police officers keep the city safe from terrorists: the NYPD’s Harbor Unit now possesses unmanned underwater drones to help bomb technicians and emergency services unit officers to detect suspected underwater explosives. The NYPD now possesses six underwater drones, with each costing between $75,000 and $120,000 depending on the drones' capabilities. These drones help to sweep the city’s waterways and bridges searching for possible bombs and IEDs (improvised explosive devices). In a recent drone demonstration, NYPD officers easily tossed the lightweight -- sixteen pound -- submersible equipped with lights and sonar into the harbor and sailed it beneath the hull of a large commercial tanker docked close to the Kings County (Brooklyn) Army Terminal. The police officers showed that they were able to guide the drone via remote control in order to utilize its underwater camera to search below the ship. The drone operators, all of whom are veteran detectives, have been trained to identify what biological or radiological weapons look like and where underwater explosives or narcotics are most likely to be hidden. Under Police Commissioner Bernard Kerik and later his replacement Ray Kelly, the Harbor Unit is used more in performing [counterterrorism](http://www.examiner.com/topic/counterterrorism) operations than the unit is used to conduct rescue and recovery operations.

#### Security and Technology are here now to prevent a potential terrorist attack on our inland waterways

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

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### 2NC Links: Waterways

#### Waterways are vulnerable to a terrorist attack now – increasing their usability only increases the attractiveness of them as a target

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.

### 2NC Internal Link: Econ/Trade

#### Terrorist attacks on U.S. waterways would have devastating psychological effects and spur disastrous economic and military ramifications [also collapses trade]

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.

### 2NC Impact Magnifier: Multiwarrant

#### A nuclear terrorist attack will trigger every impact scenario

Ernesto Zedillo, Former President of Mexico Director, Yale Center for the Study of Globalization, FORBES, January 9, 2006, p. 25

Even if you agree with what's being done in the war on terror, you still could be upset about what's not happening: doing the utmost to prevent a terrorist nuclear attack. We all should have a pretty clear idea of what would follow a nuclear weapon's detonation in any of the world's major cities. Depending on the potency of the device the loss of life could be in the hundreds of thousands (if not millions), the destruction of property in the trillions of dollars, the escalation in conflicts and violence uncontrollable, the erosion of authority and government unstoppable and the disruption of global trade and finance unprecedented. In short, we could practically count on the beginning of another dark age.

### A2: No Tech

#### Mine deployment and UWIED development for use against waterways is technically feasible and is easily acquired

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. 108-9, Ebsco Host

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.

### A2: Won’t Attack Waterways

#### Terrorist willing to use IEDs to attack waterways

**Allen 08,** [Thad, Admiral of the U.S. coast guard, Friend or Foe, Tough to Tell, The Lookout, <http://www.n-b-f.org/news/lookout/2008winter.pdf>]

The October 2000 attack on the Cole illustrated al Qaeda’s¶ willingness to target high-value maritime assets with a rudimentary¶ delivery system-an improvised explosive device (IED) on a small¶ vessel piloted by two individuals. Terrorists have continued to use¶ small craft to exploit the open expanses of the maritime domain and¶ avoid detection while striking maritime targets when they are most¶ vulnerable. In October 2002, al Qaeda operatives packed a small¶ fishing vessel with explosives and drove it into the side of the French¶ supertanker Limburg 12 miles off the Yemen coast. In November¶ 2005, 100 miles off the coast of Somalia, terrorists armed with¶ rocket-propelled grenades and automatic weapons attacked the¶ cruise ship Seabourne Spirit using two 25-foot rigid-hull inflatable¶ boats. These are just two examples illustrating the vulnerability of¶ larger commercial traffic to small vessels.¶ The antiterrorism/force protection lessons from the Cole attack¶ are clear, but we are only beginning to grasp the implications of a¶ similar incident in a U.S. port. A waterborne improvised explosive¶ device (WBIED) attack against a commercial or military vessel in¶ our waters would not even have to be “successful,” in terms of¶ sinking or disabling the target, to be effective. A significant attack¶ could cause the port to shut down and spread anxiety throughout¶ the global financial marketplace.

#### Waterways are vulnerable to planned attacks

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.

#### Inland Waterways Vulnerable To Terrorist Attack

Page ’11 (Doug, contributing editor for Homeland Protection Professional and Science Spectra magazines) “New decision support system to bridge troubled inland waterways”

The U.S. Army Corps of Engineers oversees 12,000 miles of commercially navigable inland waterways in the United States, most of them vulnerable to terror attack that could dam up river traffic and halt the flow of cargo. As part of that, the Corps maintains 276 lock chambers with a total lift of 6,100 feet. Loss of any of these water resources or related lock infrastructure could have immediate, and immense, economic and social impact. Each year, inland and intracoastal shippers move about 630 million tons of cargo valued at over $73 billion to and from ports in 38 states. Barge traffic could not be easily or quickly replaced by rail or trucking to re-route commodities, including coal, petroleum and grains. "When river traffic is disrupted, current decisions on prioritizing barge flow through ports are generally made on an ad hoc and individualized basis," said Heather Nachtmann, a professor of industrial engineering and director of the Mack-Blackwell Rural Transportation Center at the University of Arkansas. Nachtmann is trying to improve the way river traffic is handled in emergencies, to keep river traffic moving more efficaciously. She and colleagues at the Mack-Blackwell Center are developing a national decision-support system called Supporting Secure and Resilient Inland Waterways to help local, state and federal law enforcement and emergency management agencies identify commercially important rivers and infrastructure that may be especially vulnerable to terrorist attack or natural disaster.

# \*\*\*Counterplans\*\*\*

## \*\*Fees CP\*\*

### Fees CP: 1NC

#### The United States Federal Government should increase user fees for inland waterway infrastructure.

#### The CP saves money and solves the aff.

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

In the past, some have advocated for changes that would shift costs away from the federal government and increase the user-financed share of inland waterway costs, by decreasing the federal share of either O&M (currently 100% federal) or construction (currently 50% federal). Those arguing for these changes point to inequalities in spending relative to the value of certain segments of the inland waterway system. An analysis by the Congressional Budget Office (CBO) in the early 1990s found that the current uniform tax throughout the inland waterway system failed to cover fixed operational costs and thus distorted the actual costs of maintaining the system. CBO concluded that a user fee structure that recovered the true costs for inland waterway operations would increase economic efficiency of the system.44 Such a fee would result in increased costs for waterways with low traffic-to-expense ratios, since federal costs for maintaining these waterways are greater than fuel tax receipts generated. Figure 5 provides a comparison of current tax revenues on inland waterway segments relative to O&M costs and ton miles on these waterways. Several entities have pushed for significant increases to inland waterway fees as a means to achieve savings to the federal government. Recent proposals include the following: • A coalition of taxpayer watchdog and environmental nongovernmental organizations recommended in its 2011 “Green Scissors” report that Congress increase user contributions for inland waterway expenditures. The report estimated savings from this proposal to be $1 billion over the next five years.45 • The National Commission on Fiscal Responsibility and Reform included in its initial list of illustrative savings a proposal to make the inland waterways “selffunding.” The commission estimated $500 million in savings from this proposal over the next five years.46 • In its 2011 budget options report, CBO included a proposal to increase user fees on inland waterways to a level sufficient to cover the costs of construction, operations, and maintenance. CBO projected that such a change would save approximately $4 billion over a 10-year horizon.47 These proposals, which would all institute significant increases in the user share of inland waterways financing, have generally stopped short of providing specific recommendations regarding the exact structure of the user fees that would raise new revenues. The aforementioned 1992 CBO report noted that new user fees could take a variety of forms beyond an increase to the fuel tax, but should better reflect the price to operate individual segments of inland waterways. Such a fee could take one or more forms, including annual licensing fees, congestion pricing, tolls, and/or lockage fees.

### Fees CP: 2NC Solvency

#### User fees 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

In addition to deciding whether additional investment is needed, Congress may also consider changes to the system that finances these investments, including options for additional revenue that were recently proposed to Congress. These options are the IWUB’s proposal (an increase to the fuel tax), the White House’s proposal to the Joint Committee on Deficit Reduction (new annual fees in addition to the current fuel tax), or other options such as a lock usage fee or some kind of toll system. The IWUB-proposed increase to the existing fuel tax would be somewhat in keeping with the current system for user fees and revenue collection. Combined with increased federal responsibility for some inland waterway costs, the IWUB argues, this proposal would rebuild the trust fund balance and also fund new investments. While the tax would generate additional revenue, some taxpayer and environmental groups argue that the associated increases to federal cost-share responsibilities tied to this proposal are unacceptable. The user industry has not indicated whether it would accept increases to the fuel tax without the proposed changes to costsharing arrangements. The user fees proposed by the Obama Administration in 2011 would address the issue of inadequate revenues by raising new fees from commercial users operating on the inland waterway system. Under the proposed new system of fees, all commercial users would continue to pay costs to utilize the inland waterway system in the form of fuel taxes and new fees for non-lock users, while lock users would also continue to pay the fuel tax, but would pay an even greater fee. The Administration also proposes to add new waterway segments to the list of fuel-taxed waterways on the inland waterway system, further raising revenues.

### Fees CP: Politics Net Benefit

#### The CP may have been unpopular in the past, but budget pressures changes things.

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

As previously noted, some have argued in favor of shifting cost shares away from the federal government and increasing user responsibility not only for construction, but also for operations and maintenance of inland waterways. These groups, including some of the aforementioned environmental and taxpayer interest groups, have argued that waterway users should not only pay for 50% of construction and major rehabilitation costs, but also pay for some or all operations and maintenance costs, which are currently fully funded by the general treasury revenues. While Congress has in the past rejected these proposals, they may once again be considered in the context of overall government cost-cutting efforts.

## \*\*Terrorism CP\*\*

### Terrorism Advantage CP: 1NC

#### Text: the United States Federal Government should substantially increase investment in America’s Waterway Watch.

#### AWW is key to public awareness and cooperation

Michigan Dept of State 9 [“Join the 2009 America's Waterway Watch Campaign”, 5/14, http://www.michigan.gov/printerFriendly/0,1687,7-127-1640\_9150-214763--,00.html]

With increased activity around the state's waterways as the weather warms up, Secretary of State Terri Lynn Land and U.S. Coast Guard officials are asking residents to keep their eyes and ears open for suspicious activity. It is the voluntary participation of local homeowners, boaters and businesses in the America's Waterway Watch campaign that is key to protecting the state's waterways from terrorist threats and other illegal activity. America's Waterway Watch is based on the same principle of citizen involvement as community-based neighborhood protection programs. "To be successful, the America's Waterway Watch campaign requires everyone to do his or her part," Land said. "If you see or hear of something that seems unusual, please report it to the authorities. By taking this simple, yet effective, step toward protecting your community, you become one strong link in a chain that secures the entire state." Information about the campaign is available at all Secretary of State offices and on the Department of State Web site at [www.Michigan.gov/sos](http://www.Michigan.gov/sos). This the fifth year that the Department of State has joined with the U.S. Coast Guard, Coast Guard Auxiliary and U.S. Power Squadrons in promoting the campaign. Capt. Fred Midgette, commander, Sector Detroit; Capt. Mark Huebschman, commander, Sector Sault Ste. Marie and Capt. Bruce Jones, commander, Sector Lake Michigan, representing the Great Lakes region, noted that the campaign acts as a deterrent to potential terrorist activity. "Although we have not experienced the rash of terrorist attacks that other nations have, protecting our state and country is a duty that requires constant attention," Midgette said. "America's Waterway Watch is an effective means of promoting greater public awareness about the importance of defending our waterways. No special equipment or training is needed to participate, just a watchful eye and common sense. We are pleased to again work with Secretary Land in making information about the campaign available at all Secretary of State offices."

### Terrorism Advantage CP: 2NC Solvency

#### Cooperation with boating public is key

Dept of Homeland Security 8 [“Small Vessel Security Strategy”, April, http://www.dhs.gov/xlibrary/assets/small-vessel-security-strategy.pdf]

The private sector performs a central role in ¶ Homeland Security and can assist authorities in ¶ reducing each of the components of risk (threat, ¶ vulnerability, and consequence). ¶ Small vessel operators can be effective partners ¶ in detecting threats in our ports and on our ¶ waterways. The large number of small vessel ¶ operators and their familiarity with the local area ¶ and patterns of waterway use make it possible ¶ that small vessel operators will be the first to ¶ recognize suspicious behavior. DHS must ¶ promote and strengthen their effectiveness ¶ through public dialogue regarding their role in ¶ homeland security and specialized programs ¶ such as America’s Waterway Watch. Non­¶ governmental organizations are key partners in ¶ keeping this dialogue going. ¶ The private sector, through its efforts at securing ¶ private facilities from unauthorized entry and ¶ other intrusions, plays a key role in reducing our ¶ vulnerability to terrorist exploitation of small ¶ vessels. Small vessel operators can reduce ¶ vulnerability by ensuring their vessels are secure ¶ and protected against unauthorized use. ¶ The private sector is the Nation’s primary ¶ provider of goods and services and the owner ¶ and operator of approximately 85 percent of our ¶ critical infrastructure. It is an essential partner in ¶ ensuring structural and operational resilience that ¶ protects the American people, establishing ¶ security around critical infrastructure and key ¶ resources, and reporting suspicious activities at ¶ work sites that could uncover and ultimately help ¶ disrupt terrorist activity. ¶ The private sector is also a critical partner in ¶ rebuilding critical infrastructure and key ¶ resources affected by a catastrophic incident as ¶ well as in fielding scientific and technological ¶ advancements that can help secure the United ¶ States. Due to the multiple and essential roles the ¶ private sector plays across all areas of homeland ¶ security, continued collaboration and ¶ engagement with the private sector to strengthen ¶ small vessel security is imperative.

#### AWW increases cooperation with boating public

US Coast Guard 10 [“America’s Waterway Watch (AWW)”, 9/9, http://www.uscg.mil/hq/cg5/cg544/aww.asp]

America's Waterway Watch (AWW) is a Coast Guard-sponsored nationwide program that helps prevent acts of terrorism and other illegal activity that jeopardize maritime homeland security by educating and training members of the maritime and recreational boating organizations, as well as the boating public, to recognize and report suspicious activity to appropriate authorities. Suspicious activity refers, but is not limited to, activity regarding a vessel or pleasure craft, marine structure, waterfront facility, person, vehicle, cargo, or stores that a reasonably prudent person would consider out of the ordinary or unusual based on the facts and circumstances for that situation. AWW focuses on U.S. coast, ports, and waterways to provide enhanced situational awareness to deter illegal activities and increase the collection of information and knowledge about local routines or threats. It offers real-time feedback across nearly every Coast Guard Mission set. AWW combines federal, state, local, industry, and U.S. citizen resources to unify DHS efforts in our waters.