# Advantage Supplements

### 1AC – Canada

#### Plan key to solve Canada relations.

Washington Post 7/6/12 Keystone XL pipeline would add link in U.S.-Canada trade relations http://www.washingtonpost.com/business/keystone-xl-pipeline-creates-sticking-point-in-us-canada-trade-relations/2012/07/06/gJQAxcrtRW\_print.html

Even so, many trade experts say, boosting U.S. imports from Canada is good for the U.S. economy because for every dollar of exports to the United States, Canada buys 85 cents’ worth of U.S.-made products. That includes goods such as U.S. iron and steel, automobiles, refined petroleum products, fruits and juices, plastics and the supersized Caterpillar dump trucks that haul away oil extracted from the tar sands of Alberta.

By contrast, Saudi Arabia buys 29 cents of U.S. goods for every dollar of U.S. imports from the kingdom.

Irritated Canadians

Despite the strong ties between the United States and Canada, the long battle over the Keystone XL pipeline has irritated many Canadian leaders and sparked talk about sending output from Canadian oil sands to China. TransCanada has been working on U.S. permit approvals for nearly four years, and has faced vociferous opposition from environmentalists and scientists worried about the unusually high level of greenhouse gas emissions associated with oil extraction from the tar sands.

During a February visit to Beijing, Canadian Prime Minister Stephen Harper courted Chinese participation in such an arrangement. China’s rapidly expanding economy is thirsty for crude oil, although its ability to refine such oil may be limited.

Chinese firms already own minority stakes in oil sands ventures. Sinopec is one of half a dozen partners in the pit operations of a venture called Syncrude and China National Offshore Oil Corp. owns 17 percent of MEG Energy, which is producing 25,000 barrels a day from a steam-injection project.

Contributing to Harper’s reoriention was President Obama’s decision to reject TransCanada’s initial permit application — which would have routed the pipeline through ecologically sensitive areas of Nebraska — because, Obama said, he could not evaluate the permit properly in the face of a congressional deadline.

“I think we need to be clear. As much as I want to see that Keystone project proceed, this incident underscores the fact it is in this country’s national interest to be able to sell its products beyond the United States,” Harper said in an interview with Reuters at the time of his China visit.

### A2: Canada will sell to China inevitably

#### **No they won’t**

Washington Post 6/7/12 Keystone XL pipeline would add link in U.S.-Canada trade relations http://www.washingtonpost.com/business/keystone-xl-pipeline-creates-sticking-point-in-us-canada-trade-relations/2012/07/06/gJQAxcrtRW\_print.html

In any case, the United States is still the biggest, most accessible and most reliable market for Canada. Three-quarters of Canada’s exports go to the United States, and 60 percent of its imports come from the United States — because of the size and proximity of the U.S. economy.

“It’s cheaper to sell to the United States, just in transport costs,” said Stephen Gordon, professor of economics at Laval University in Quebec. “It doesn’t make a heck of lot of sense to be running oil over the Rockies to a port in British Columbia and shipping it to China while at same time the United States is bringing it in from Saudi Arabia.”

He added, “If we didn’t have to do it, we wouldn’t do it.”

### Canada Impacts

#### NORAD solves nuclear war

Harrell ‘8 (6/27 Eben, Research Associate at the Project on Managing the Atom in the Belfer Center for Science and International Affairs at Harvard Kennedy School “Still Training for the End of the World” http://www.time.com/time/magazine/article/0,9171,1826276,00.html)

The entire complex is designed to support the 30 NORAD personnel on the grim nuclear-watch detail. They work in crews of five behind a door that reads in gold letters "North America's Command Center of Excellence," and their sole mission is to distinguish benign rocket launches from missiles traveling toward North America at 4 miles a second, bearing multiple, independently targeted nuclear warheads, each capable of destroying an entire city. They have a matter of minutes to make the call that could unleash nuclear Armageddon. "It's a typical military watch," explains Captain Steve Thompson, Cheyenne Mountain Division Chief, who oversees the crews. "A lot of routine punctuated by moments of sheer terror." Even now, Russia and the United States maintain thousands of nuclear warheads on hundreds of intercontinental ballistic missiles ready to launch at a moment's notice. With so many weapons on hair-trigger alert, and with both sides retaining the option to "launch on warning" of an incoming attack, critics warn that an accidental nuclear war remains a plausible danger. Senator Barack Obama has pledged to remove America's weapons from launch-ready status if elected President; Senator John McCain has been more cautious, saying only that he will review U.S. nuclear policy. For now, however, the missile-warning detail in Cheyenne Mountain carries a heavy burden. The typical burnout rate for personnel in the high-stress missile-watch postings is two years. Captain Thompson says the strain comes not from waiting for the end of the world, but from the troglodytic lifestyle it requires. After three months of training, the missile watch — usually mid-level officers in their 30s — works 12-hour shifts on a four-day rotation. They go home when not on shift; no one sleeps in Cheyenne Mountain. During their shift, the missile watch must eat in the control room and its members are allowed only short breaks in a sterile warren of small, tidy offices and gleaming corridors decorated only with the occasional photo of an anonymous soldier in combat gear. Maintaining a sense of connection with the outside world can be difficult inside Cheyenne Mountain.

#### This sets a global model for separatism.

Stephane **Dion**, 11/21/**1997**. Canadian Minister of Intergovernmental Affairs. “Canada is Going to Make it After All,” http://www.pcobcp.gc.ca/aia/default.asp?Language=E&Page=PressRoom&Sub=Speeches&Doc=19971121\_e.htm.

In a recent article in the Boston Globe, Lester C. Thurow of the Massachusetts Institute of Technology wrote that in the new global economy, smaller states are becoming more viable than they once were, so "everyone feels much freer to opt out of big countries and create more homogenous small countries", including Quebec, which "doesn't need the rest of Canada economically." Actually, John McCallum of Canada's Royal Bank estimates that trade between two Canadian provinces is, on average, 14 times greater than trade between a Canadian province and an American state after adjustments are made for the size of the market and the distance involved. Moreover, provinces within Canada benefit from the stabilization provided by equalization and other transfer payments. Borders matter. And clearly there is much more involved in a secession than economics. Secession would be economically bad for Quebec, but it would also be morally wrong and, from a practical point of view, it would be a mess. Secession is an extreme solution, one of the most divisive acts possible in a society. The secession of Quebec would not only break up Canada. It would pit Quebecers against Quebecers, and breed intolerance in what is a very tolerant and open society. In a country as democratic, as rich, as successful and as respectful of diversity as Canada, there is nothing to justify secession. And it would send the wrong signal to the world. Canada **has been a model to the world in terms of its ability to accommodate -- and celebrate -- diversity**. But **secession would set an unfortunate precedent**. According to Daniel Elazar of Temple University in Philadelphia, there are currently some 3,000 human groups who are conscious of a collective identity. And yet there are only 185 states recognized by the UN. The belief that every society with its own distinctive character should become a state could **clearly wreak havoc on this planet**. You, as Americans, with your burden of responsibilities in the world, especially want Canada to stay united. Quebec is not a failure, Canada is not a failure -- but secession would be. In the next century, when the main challenge of many states will be how to have different populations living together, **Canada will be needed more than ever as a model of tolerance and openness**. If we fail to preserve our unity, we will send a very sad signal to the rest of the world -- the message that even a country as blessed by fortune as Canada cannot successfully bring together populations with different languages and backgrounds.

#### Separatist conflicts cause global nuclear war.

Kamal **Shehadi**, December **1993**. Research Associate at the International Institute for Strategic Studies. Ethnic Self Determination And the Break Up of States, p. 81.

This paper has argued that self-determination conflicts have direct adverse consequences on international security. As they begin to tear nuclear states apart, the likelihood of nuclear weapons falling into the hands of individuals or groups willing to use them, or to trade them to others, will reach frightening levels. This likelihood increases if a conflict over self-determination escalates into a war between two nuclear states. The Russian Federation and Ukraine may fight over the Crimea and the Donbass area; and India and Pakistan may fight over Kashmir. Ethnic conflicts may also spread both within a state and from one state to the next. This can happen in countries where more than one ethnic self-determination conflict is brewing: Russia, India and Ethio­pia, for example. The conflict may also spread by contagion from one country to another if the state is weak politically and militarily and cannot contain the conflict on its doorstep. Lastly, there is a real danger that regional conflicts will erupt over national minorities and borders.

#### Canada is key to the US economy—they are the largest trading partner.

Robert **Pastor**, June/July **2008**. Professor at and Founding Director of the Center for North American Studies at American University. “The Future of North America,” Foreign Affairs, http://www.foreignaffairs.org/20080701faessay87406/robert-a-pastor/the-future-of-north-america.html.

On January 20, 2009, if not before, a new national security adviser will tell the incoming president of the United States that he first two international visitors should be the prime minister of Canada and the president of Mexico. Almost every new president since World War II has followed this ritual, because no two countries in the world have a greater impact economically, socially, and politically on the United States than its neighbors. The importance of Canada and Mexico may, however, come as a surprise to most Americans, as well as to the new president. In the presidential campaign, instead of discussing a positive agenda for North America's future, the candidates have focused critically on two parts of that agenda, the 14-year-old North American Free Trade Agreement (NAFTA) and immigration. And overall, one could conclude from listening to the campaign that Iraq is key to U.S. national security, China is the United States' most important trading partner, and Saudi Arabia and Venezuela supply most of the United States' energy. None of these propositions is true. For most of the past decade, Canada and Mexico have been the United States' most important trading partners and largest sources of energy imports. U.S. national security depends more on cooperative neighbors and secure borders than it does on defeating militias in Basra.

#### Canada key to US economy.

**State Department**, September **2007**. “Background Note: Canada,” <http://www.state.gov/r/pa/ei/bgn/2089.htm>.

The U.S. and Canada enjoy an economic partnership unique in the world. The two nations share the world's largest and most comprehensive trading relationship, which supports millions of jobs in each country. In 2006, total trade between the two countries exceeded $500 billion. The two-way trade that crosses the Ambassador Bridge between Detroit, Michigan and Windsor, Ontario equals all U.S. exports to Japan. Canada's importance to the U.S. is not just a border-state phenomenon: Canada is the leading export market for 36 of the 50 U.S. States, and ranked in the top three for another 4 States. In fact, Canada is a larger market for U.S. goods than all 27 countries of the European Community combined, whose population is more than 15 times that of Canada. The comprehensive U.S.-Canada Free Trade Agreement (FTA), which went into effect in 1989, was superseded by the North American Free Trade Agreement among the United States, Canada and Mexico (NAFTA) in 1994. NAFTA, which embraces the 443 million people of the three North American countries, expanded upon FTA commitments to move toward reducing trade barriers and establishing agreed upon trade rules. It has also resolved long-standing bilateral irritants and liberalized rules in several areas, including agriculture, services, energy, financial services, investment, and government procurement. Since the implementation of NAFTA in 1994, total two-way merchandise trade between the U.S. and Canada has grown by 250%, creating many new challenges for the bilateral relationship. The Security and Prosperity Partnership of North America, launched by the three NAFTA countries in March 2005, represents an effort to address these challenges and others on a continental basis.

#### Canadian economy key to US economy

Clifford **Krauss**, 10/8/**2004**. Author of “Inside Central America: Its People, Politics and History.” “Canada Economy Grows Where Others Falter,” New York Times, lexis.

It only takes one look at this city's fast-changing skyline to see that Canada is defying the slowdown throttling much of the world economy. From Vancouver to Regina to Toronto to Montreal, cranes and earth-moving equipment are roaring at a rate not seen since the 1980's, creating high-rise condominiums in city centers, new single-family houses in the ever-sprawling suburbs, and tens of thousands of well-paying jobs. The building boom is a primary reason the frequently underperforming Canadian economy now has the fastest growth rate among the major industrial countries. Government statistics released last week showed that Canada's economy grew at a 5 percent annual rate in July, the 10th consecutive month of improving economic performance. In a new report, the International Monetary Fund forecast growth for the full year at a less torrid 3.4 percent pace, and the same in 2003 -- still, a more robust performance than in the United States. The cheerful statistics, and expectations of a big budget surplus to go with them, amount to a windfall for the governing Liberal Party at a time when infighting and cabinet scandals have forced Prime Minister Jean Chrétien to drop thoughts of running for a fourth term. He is due to step down as party leader in early 2004, but his general economic policy line has support from several of his potential Liberal successors. With 400,000 new jobs created over the last year, and unemployment declining, the Liberals expect to remain strong with their working-class voter base. They also expect to reverse the cutbacks of the 1990's and expand services. Just last week Mr. Chrétien announced that next year's budget would include new spending on urban low-income housing, health care and transportation, national parks, education and programs to aid the impoverished Indian population. The spending should ease the way for the next Liberal leader to defeat a badly divided opposition. Canada's good economic fortunes may also prove helpful to the slowing United States economy, given that Canada buys 25 percent of all American exports.

# Link Turns – politics/ Elex

### Keystone –ptx Link Turns

#### No Link – Keystone popular - The public supports construction of the keystone pipeline due to the potential for jobs.

Washington Post 07/01/12 ("ENVIRONMENTAL CHANGE AND CAUSES - WASHINGTON POST POLL." Washington Post. The Washington Post, 01 July 2012. Web. <http://www.washingtonpost.com/politics/polling/keystone-significantly-environment-pipeline/2012/07/01/gJQAa3RzEW\_page.html>.)

The American public is firmly behind the keystone pipeline, seeing plenty of upside in potential jobs and limited environmental downside. Nearly six in 10 saying the U.S. goverment should approve the project. The wide acceptance of the pipeline is rooted in the fact that 83 percent believe it wil create a significnat number of jobs. Nearly half think it will not cause significant damage to the environment.

#### Plan popular among public- jobs prove

Mufson 6/30 (Steven, 6/30/12 staff writer covering energy and other financial news at the Washington Post, “Keystone XL Pipeline Driven by Oil Rich Tar Sands in Alberta” <http://www.washingtonpost.com/business/economy/keystone-xl-pipeline-expansion-driven-by-oil-rich-tar-sands-in-alberta/2012/06/30/gJQAVe4ZEW_story.html>)

The Canadian Association of Petroleum Producers estimates that production, now 1.7 million barrels a day, could nearly double by 2020, enough to supply nearly 20 percent of U.S. oil consumption. With that, the oil sands would be producing more than Venezuela, Nigeria, Iraq or Kuwait. The rush to expand has been fueled by high oil prices, which for the past six years have held above the $50 threshold needed to make the oil sands projects profitable, and has turned this northern Alberta outpost into a bustling boomtown. This expansion is the reason TransCanada proposed building the Keystone XL pipeline, a 1,700-mile line that would add a link between Alberta and the hungry oil refineries on the Texas coast of the Gulf of Mexico. The pipeline has become a powerful symbol and political pawn this election year. It is also a sort of Rorschach test of how Americans view energy issues: Are we energy rich or energy poor? How do energy policies affect job creation, tax revenue and U.S. manufacturing competitiveness? How pressing are ­climate-change concerns, and how do we balance them with economic priorities? The American public is firmly behind the pipeline, seeing plenty of upside in potential jobs and limited environmental downside. A new [Washington Post poll](http://www.washingtonpost.com/page/2010-2019/WashingtonPost/2012/07/01/National-Politics/Polling/release_96.xml) finds nearly six in 10 saying the U.S. government should approve the project. Its wide acceptance is rooted in the fact that 83 percent think it will create jobs. Nearly half think it will not cause significant damage to the environment. The oil industry and many national security experts think that importing more oil from Canada, a stable neighbor and ally, will make the United States more secure, and they worry that, without the Keystone XL, Canada will send that oil to China.

#### Supporters pushing hard now

UPI 6/29 (United Press International , a global operation news source since 1907 “Keystone XL Backers Vow to Soldier On” <http://www.upi.com/Business_News/Energy-Resources/2012/06/29/Keystone-XL-backers-vow-to-soldier-on/UPI-52631340974864/>)

WASHINGTON, June 29 (UPI) -- Supporters of the Keystone XL oil pipeline from Canada say they're not ready to give up their effort to expedite the approval process. A transportation bill that maintains tax revenue generated from retail gasoline sales moved forward this week without a provision for the Keystone XL oil pipeline.

The White House in January rejected a permit for Keystone XL because of concerns about the route through Nebraska. Republican critics of U.S. President [Barack Obama](http://www.upi.com/topic/Barack_Obama/)'s energy policy have tried to push the project forward through as riders to a variety of bills. The White House said it would veto the transportation bill if it contained language on Keystone XL.

U.S. Rep. Lee Terry, R-Neb., this week said he was "ready to pounce" on the next chance to attach the project to new legislation, news Web site Politico reports. An assistance to a senior Republican official told Politico the Keystone XL fight was far from over. "This is not the last you've heard of this issue," the aide said on condition of anonymity. "Not by a long shot." TransCanada, the company behind the pipeline, has resubmitted an application for the project. It expects approval by early 2013.

The company aims to start construction on the U.S. leg of the pipeline, the Gulf Coast Project, this summer.

#### Second half of the pipeline will pass- it’s just a matter of when

UPI 6/27 (United Press International , a global operation news source since 1907 “Keystone XL Backers Vow to Soldier On” <http://www.upi.com/Business_News/Energy-Resources/2012/06/29/Keystone-XL-backers-vow-to-soldier-on/UPI-52631340974864/>)

Canadian pipeline company TransCanada said it secured some permits needed to build the U.S. leg of the Keystone XL oil pipeline. TransCanada had to reapply for a section of the planned Keystone XL pipeline from oil fields in Canada after lawmakers in Nebraska objected to original route plans. The domestic Gulf Coast Project is a 485-mile leg of the pipeline that would stretch from Cushing, Okla., to southern Texas. Another 47-mile project would transport oil to refineries in Houston. TransCanada spokesman Shawn Howard told the Platts news service the company secured one of the three permits from the U.S. Army Corps of Engineers it needs to build the southern U.S. leg of the Keystone XL pipeline. "We continue to believe that we will be in a position to begin construction later this summer and are working with the corps and others to secure the approvals and permits we require," he was quoted as saying. The section from Canada needs federal approval because it would cross international borders. No such permit is required for the U.S. section and TransCanada expects to have oil flowing through that section by the second half of 2013. The initial transport capacity would be 700,000 barrels of oil per day.

#### House republicans love Oil Pipeline – won’t pass transportation bill without it.

Olympian 6/13/12, ( THE OLYMPIAN, news about everything, 6/13/12, The Olympian, “GOP selfish in stalling transportation bill”, http://www.theolympian.com/2012/06/13/2138607/gop-selfish-in-stalling-transportation.html)

**Democrats and Republicans reached bipartisan support in the U.S. Senate on a transportation spending bill** that would send $44 million next year to Washington state for construction on roads, bridges, rail and public transit, creating an estimated 30,000 jobs. After last week’s weak jobs report, you’d think our national leaders couldn’t wait to pass a bill that puts so many Americans back to work. And if U.S. senators reached bipartisan support, **what’s the problem**? Two words: **House Republicans**. While the Senate achieved bipartisan support, the GOP-majority in the House didn’t even pass a bill of its own. **It has preferred to throw up obstacles to the Senate bill, unless Congress and the Obama administration approve the oil pipeline stretching from Canada to Texas.** Such tactics suggest Republicans are intentionally stalling economic recovery, which they will then shamelessly blame on President Barack Obama in an effort to weaken his chances at re-election in November. That’s not just dirty politics. Stalling transportation spending hurts individuals and families who can’t make house or car payments. It hurts local businesses. It forces even more people to seek unemployment benefits, and everyone pays the cost of that. It hurts our nation.

#### No Link – Keystone gaining bipartisan support

JENNIFER STEINHAUER, Los Angeles bureau chief, 4/19/12, New York Times, “Democrats Joining G.O.P. on Pipeline,” (<http://www.nytimes.com/2012/04/20/us/politics/democrats-join-gop-on-pipeline-vote.html>), Accessed: 7/3/12

WASHINGTON — President Obama is finding himself increasingly boxed in on the Keystone pipeline fight as more Congressional Democrats are joining Republicans in backing the project, which has strong labor support and could generate significant numbers of jobs in economically hard-hit states. On Wednesday, the House passed a short-term transportation bill that included a provision that would pave the way for the construction of the next stage of the oil pipeline, a measure that Mr. Obama has said he would veto. The bill passed 293 to 127, with 69 Democrats supporting it. It is the fourth time the House has passed a measure to expedite the project; one failed narrowly in the Senate only after Mr. Obama personally lobbied some Democrats to vote no. With the House vote, Mr. Obama finds himself, for the first time in his presidency, threatening a veto on a significant piece of legislation that enjoys the support of an increasing number of Democrats, as well as the vast majority of Republicans in Congress. With gas prices sticking near $4 a gallon, unemployment high in many states and demonstrable support for the project in numerous polls, many Democrats — especially those from states where pipelines are commonplace — are beginning to sound almost indistinguishable from Speaker John A. Boehner, who called Mr. Obama “increasingly isolated” in his opposition to expanding the project. Representative Dennis Cardoza, a California Democrat who voted for the House measure, said he would be happy to vote to override a veto if needed. He said: “I think the president has made a very serious mistake here. I’m still supporting the president. But we have to do what’s right.” The pipeline expansion was deemed suitable last year after extensive review by the State Department, but it was prevented because of concerns in Nebraska — including those pressed by Gov. Dave Heineman, a Republican — over the proposed route. Mr. Heineman called a special session of the Legislature that resulted in a law requiring a modified route, but the Obama administration, facing continued protests from environmental groups that are resistant to new pipelines period, said it would delay a decision on the new route until after the election. Republicans were enraged, arguing that the project could begin while a new Nebraska route was cobbled together, and passed various bills to circumvent the administration. Wednesday’s vote came the day after Mr. Heineman signed a bill to review a new version of the project quickly. In addition, TransCanada, the company behind the project, said this week that it had created a new route through Nebraska that would avoid the environmentally sensitive Sand Hills region and the Ogallala Aquifer. But the State Department, which has some measure of control over the project because it crosses international borders, would still need to review a new submitted plan. All year, House Republicans have made it a central goal to win approval of the pipeline, which would stretch from oil sands formations in Alberta, Canada, to refineries on the Gulf Coast. The number of jobs that could be created by the Keystone expansion — supporters say 20,000 — is disputed. But many companies and unions around the country have been clamoring for the extension. Now that the House has approved a transportation bill that differs from one passed in the Senate, the two chambers must go to conference. Because of the pressure on both parties to pass a highway measure, the thirst for compromise will be high. Central to the theater will be Senator James M. Inhofe, Republican of Oklahoma, and the Democrat who is co-author of the Senate highway bill, Barbara Boxer of California. “At the end of the day,” said Matt Dempsey, a spokesman for Mr. Inhofe, “people really want the highway bill done. Keystone has gotten overwhelming bipartisan support in both chambers. So that puts President Obama in an awkward spot where these two things match up together.” Ms. Boxer, who has called for a “truly bipartisan” bill, would not comment on the prospects for the conference committee. And Representative Steny H. Hoyer of Maryland, the minority whip who supports the project, would not be thrilled if House Democrats were to have to deal with a veto. Senator Harry Reid of Nevada, the majority leader, was noncommittal on Thursday in a news conference. “It’s pretty clear now how we stand on this issue,” he said. “We’ve voted on it a number of times. But maybe somebody will come up with some magic formula that will allow us to do more.” Jay Carney, the White House spokesman, did not dig in one way or the other on Thursday. “They seem to have taken a step in Nebraska to meet requirements set by the Nebraskan Legislature,” Mr. Carney said. “And as the president said when he was in Oklahoma, we anticipate a submission by TransCanada in the future, and we’ll judge it accordingly.” But Democrats like Senator Bob Casey of Pennsylvania say they would support a highway bill with a Keystone pipeline provision. “I would vote for it, yes,” Mr. Casey said. Democrats beyond Washington — including those who run unions, build pipeline parts and run cities or states — have also been big supporters of the project. “Cool down, cowgirl,” said Gov. Brian Schweitzer, Democrat of Montana, when told about the current situation in Congress. “I am a very large advocate of Keystone, and it disgusts me that instead of solving the issue, the people in Washington just fight.”

#### Turn – Obama and the Senate oppose Keystone pipeline

Ali Weinberg, NBC News Political Unit , March 8 2012, Keystone pipeline measure fails; GOP blames Obama, NBC news, <http://firstread.msnbc.msn.com/_news/2012/03/08/10613875-keystone-pipeline-measure-fails-gop-blames-obama?lite>, [ 7/3/12]

Senate Republicans blamed the defeat of a measure that would have allowed Congress to greenlight cross-border drilling without presidential approval on President Obama’s calling Senate Democrats urging them not to vote for it. The amendment, which was defeated by a 56-42 vote, was sponsored by Sen. John Hoeven (R-ND) and would have given Congress the authority to approve construction of a portion of the Keystone pipeline project that passes through Canada. Senate Minority Leader Mitch McConnell (R-KY) suggested the amendment was four votes shy of the 60-vote threshold because of President Obama’s efforts to dissuade senators from voting for it. “President Obama's personal pleas to wavering senators may have tipped the balance against this legislation," McConnell said. "When it comes to delays over Keystone, anyone looking for a culprit should now look no further than the Oval Office." Earlier today, White House press secretary Jay Carney confirmed that President Obama personally called Senate Democrats regarding the amendment, which was tacked on to a multi-billion-dollar transportation bill that has received bipartisan support. Carney refused, however, to “get into individual names or length of conversation.” He accused Republicans of playing politics with the issue, noting that TransCanada has not yet identified a pipeline route that would pass muster with the state of Nebraska (even though the Hoeven amendment would have still made the pipeline contingent on an environmental review of the Nebraska portion). “The president believes that it is wrong to play politics with a pipeline project whose route has yet to be proposed, a fact that the company involved affirmed again this week, that they have not yet identified a route for this possible pipeline,” Carney said. Thursday morning, Obama’s calls to Senate Democrats quickly became a rallying point for House Republicans seeking to paint Obama as doing everything he can to obstruct development of the Keystone project. “According to reports the President of the United States is personally lobbying senators to oppose a Keystone XL pipeline amendment in the United State Senate today,” House Speaker John Boehner said in a briefing with reporters. He added, “By personally lobbying against the Keystone pipeline, it means the president of the United States is lobbying for sending North American energy to China and lobbying against American jobs."

#### Boehner & McConnell love the plan

DON LIEBER April 2012 is an investigative journalist and researcher whose works have been published by the United Nations, the Associated Press and others. KEYSTONE XI. PIPELINE = CLIMATE CATASTROPHE. By: LIEBER, DON, E: The Environmental Magazine, 10468021, Mar/Apr2012, Vol. 23, Issue 2

Obama's decision to reject approval for the pipeline indicates the industry's influence on the executive branch may be waning. But KXL supporters in Congress have strong financial relationships with the oil industry, particularly Senate Minority leader Mitch McConnell and House Speaker John Boehner, the two leaders who have emerged in recent months as the most vocal congressional supporters of the project.

McConnell is the single largest recipient of campaign contributions from Exxon-Mobil in the U.S. Senate ($44,500 in 2011-2012); while Boehner, who in January pledged he "will continue to push this," is the largest recipient in all of Congress from oil industry PACs, having received nearly half a million dollars in contributions from the oil and gas industries since he entered Congress. Other congresspeople with substantial contributions from the oil industry have taken up KXL as a highly emotional, rhetorical rallying cry. "I want to wake up talking about Keystone pipeline and I want to go to bed at night talking about Keystone pipeline," said Representative Tim Griffin of Arkansas in January whose second-largest campaign donor is the oil and gas industry.

### Elections link turn

#### KXL = Obama win.

Feldman 6/21/12 Linda Four gambits Obama could try to boost election prospects <http://www.csmonitor.com/USA/Elections/2012/0621/Four-gambits-Obama-could-try-to-boost-election-prospects/Approve-the-Keystone-XL-pipeline>

President Obama got big headlines – and a political bounce – from his new policy protecting some young illegal immigrants from deportation and offering them temporary work permits. By a 2-to-1 margin, likely American voters support the move, according to a Bloomberg poll. So what other potential gambits does Mr. Obama have in his hip pocket, especially if he needs another jolt before Election Day? Here are four. 1. Approve the Keystone XL pipeline In January, President Obama rejected the controversial Keystone XL pipeline, which was to run from the tar sands of Alberta, Canada, to refineries on the Texas coast. Environmentalists cheered, but labor, another key Obama constituency, was disappointed, given the thousands of jobs at stake. Republicans blasted Mr. Obama not only over the jobs but also because of the energy that could eventually come onstream for American consumers at a time of high gas prices. Obama said he rejected the pipeline because a congressional deadline "prevented a full assessment of the pipeline's impact.” The proposed route would have gone through environmentally sensitive parts of Nebraska. On June 15, the State Department announced an environmental review of the new proposed route, with a goal of reaching a decision by next year. But perhaps Obama could expedite the decision, if he wants to grab headlines by approving the new Keystone route in time for the Nov. 6 election. Approval of Keystone would take away a GOP talking point on energy and jobs. It would also please the labor movement. Environmentalists would be angry, but Obama may be willing to take that gamble.

#### **Which way link??**

The Toronto Star June 9, 2012 How Canada's pipeline splits America Lexis

But in the fever swamp of election-year America, the myth-addled Canadian project has morphed into an oil-fired political battering ram - one so powerful it could well take down President Barack Obama.

In delaying his KXL decision beyond November's election, Team Obama was hoping to put the Alberta oilsands on a shelf. But the Republicans won't let him.

Nor indeed will Mitt Romney, who two weeks ago set the issue right back on the table in a campaign video titled Day One. Approval of the KXL pipeline will be the first order of a Romney administration.

Ironic, no? This is the same Obama who bailed out Detroit even as Romney prescribed bankruptcy for his hometown. And now, with a gassy flourish, Romney is bailing in on the pipeline that Obama just cannot bring himself to love.

At least not while keeping his environmental constituency fired up for the polls of November.

#### Latinos

Boman 5/8/12 KXL Delay Hinders Job Creation Among Hispanics Karen Boman Rigzone Staff May 08, <http://www.downstreamtoday.com/news/article.aspx?a_id=36195&AspxAutoDetectCookieSupport=1>

President Barack Obama's decision to delay approval of the Keystone Pipeline project is hurting job creation opportunities in the United States, particularly among Hispanics, said officials with the American Petroleum Institute (API) on Tuesday.

The Keystone Pipeline will not only help lower oil prices for U.S. consumers, but have a ripple effect spreading outward from Nebraska and neighboring states to create jobs and help small businesses.

This job creation will be helpful in particular for the U.S. Hispanic population, the unemployment rate for which is one to two points higher than other demographic groups in the United States.

The Los Angeles Times reported in 2010 that the unemployment rate among U.S. Hispanics rose because of their disproportionate unemployment in industries and regions significantly impacted by the economic downturn.

According to a U.S. Department of Labor report, the unemployment rate among Latinos in the United States averaged 11.5 percent in 2011; the most recent unemployment report in February 2012 shows improvement for all Americans, including Latinos, who have seen their unemployment rate decline to 10.7 percent in February from a high of 13.1 percent in November 2010.

In 2011, 5.8 percent of Latinos were self-employed compared to 7.2 percent among whites, partly due to lower educational attainment and less access to financial wealth.

The entry rate of Latinos into self-employment compares favorably to that of non-Latino Whites and their entry rate is even higher compared with whites in low-barrier sectors, according to the Department of Labor report. However, Latinos tend to have lower success rates with their new businesses and exit self-employment at a higher rate than whites.

People of Hispanic or Latino ethnicity represented 15 percent of the U.S. labor force in 2011, or nearly 23 million workers. By 2020, Latinos are expected to comprise 19 percent of the U.S. labor force, according to the U.S. Department of Labor.

API 'Disappointed' in Keystone Delay, Impact on Jobs"We're disappointed that the current administration doesn't see how this project doesn't add up," said Hispanic Leadership Fund President Mario Lopez during a conference call with reporters, noting that the project appears to be delayed for political reasons.

"Four years ago, Obama promised to push unemployment lower and lead us out of the depression," Lopez said. "Approval of the Keystone pipeline would demonstrate to all Americans and to Latinos across the country that he cares about jobs and domestic energy."

# Aff - Topicality

### A2 - T – not germane

#### Pipelines are a core part of the transportation debate.

Reuters 05/15/2012 Keystone XL Pipeline Eyed To Ease Truck Gridlock On North Dakota Roads Lexis

Many Democratic lawmakers have argued the Keystone permit provision does not belong in the transportation bill. They say the fight to include it puts at risk as many as three million jobs fixing roads and bridges. "We're talking about a highway bill, aren't we? This relates directly to highways," Hoeven said in an interview. "Those pipelines take trucks off the roads," he said, pulling a road atlas out of his Capitol Hill desk to point out highways in his state suffering from traffic-overload.

### Interpretations

#### Transportation infrastructure means highways, bridges, ports, airports, and pipelines

Goodchild et. al, 2002 (Michael – director of University of California, Santa Barbara’s Center for Spatial Studies, Richard L. Church, and Val Noronha, Spatial Information Technologies in Critical Infrastructure Protection, National Consortium on Remote Sensing in Transportation, p. 2)

Examples of Critical Transportation Infrastructure (CTI) 1. Major arterial highways and bridges comprising the National Highway System (NHS), including the Strategic Highway Network (STRAHNET) and National Intermodal Connectors. 2. International marine harbors, ports and airports. 3. Major railroads, including depots, terminals and stations. 4. Oil and natural gas pipelines. 5. Transportation Control Systems (e.g., air traffic control centers, national rail control centers)

#### Infrastructure is transportation networks – it’s distinct from vehicles and operations

**CSFT 6** (“Aboard Transportation”, http://www.cfst.org/transportation.html)

Transportation Transportation or transport is the carrying of people and goods from one destination to another. The term comes from the Latin trans meaning “across” and portare meaning “to carry”. Transportation can be divided into three distinct fields: 1. Infrastructure - When we refer to infrastructure it includes our transport networks such as roads, railways, airways, canals, and pipeline. This also includes the terminals or nodes such as airports, railway stations, bus stations, and seaports. 2. Vehicle – These comprises of the vehicles that we regularly ride in the networks for instance automobiles (buses, cars, taxis, and etc.), trains and airplanes. 3. Operations – They are the control of the whole transport system including traffic lights/signals on roads, ramp meters, railroad switches, air traffic control, and etc.

### 2AC – T

#### CFS – pipelines transportation.

Andy Maslowski 2011 Petroleum Geology Consultant SUNY at Buffalo B.A. Geol Crude Oil Truck Transport July/August 2011 http://wellservicingmagazine.com/crude-oil-truck-transport

Getting crude oil from Point A to Point B is a multi-dimensional endeavor. It might involve a giant supertanker capable of moving more than 2 million barrels at a pop. Or it might take a pipeline of up to 54 inches in diameter to move the oil, complete with pumping stations spaced miles apart. Closer to home, and to the wellsite, trucks can do the job. Like worker bees collecting honey, these reliable and powerful means of transport are always working in the field, traveling between tank batteries and oil terminals or refineries. They ensure the product gets to a buying customer, and as much as anyone else, flip the oil into cash flow for the production company and royalty owner; and anyone else inbetween who may be investing in the program or servicing the well. Moving oil to market remains a vital part of the business. Oil wells Moving oil to the market has always been a big concern of both the producer and the refiner. Early on, they realized the cost of transporting the oil was often more expensive than producing it out of the ground. This was true whether the oil was moved by horse-drawn wagon and teamsters, by railroads, or later by pipeline. The general transportation logistics of the petroleum industry start with the initial gathering of crude oil in production fields for domestic sources and from marine terminals for foreign imports. The crude oil is then delivered to refineries or to long-term storage facilities such as the Strategic Petroleum Reserve (SPR). From these refineries, finished products are moved to markets throughout the nation. Transportation of petroleum products is accomplished by a variety of land and marine-based modes. They include: pipeline, railroad tanker cars, tanker trucks, barges, and oceangoing tankers. On a volume basis, pipelines and marine vessels are predominately used in transporting petroleum, but trucks and railroad tank cars also have essential functions. Shipments of petroleum products are in scope for the Commodity Flow Survey (CFS). However, there are significant discrepancies between CFS reported totals and those published by other government agencies. Furthermore, all ton-miles are suppressed from CFS tables, either because of high sampling variability in the estimates or due to poor response quality. Tonnage and value estimates are reported in the CFS 2002 publications for shipments of petroleum products captured by the CFS (see Table 1). Table 1. Shipments of Petroleum Products, 2002 CFS Commodity Tons (thousand) Value ($ Million) SCTG 17 - Gasoline and aviation turbine fuel 372,310 $88,767 SCTG 18 – Fuel Oils 176,511 $34,735 SCTG 19 - Coal and petroleum products, N.E.C. 41,518 $8,679 TOTAL 590,339 $132,181 Based on information from the Association of Oil Pipe Lines and other sources, pipeline companies transported 976 million tons of light petroleum products valued at $232,630 million in 2002. These activities generated approximately 299,600 million ton-miles of movements. Compared to the values shown in Table 1, it is clear that CFS statistics on petroleum products are significantly underestimated. In fact, the 2002 CFS captured only about 60% by weight, or about 57% by value, of petroleum products transported by pipelines. Therefore, this is a significant CFS undercount area that requires further study.

### BTS – 20%

#### Offense – 20%

Bureau of Transportation Statistics 2006 U.S. Department of Transportation Research and Innovative Technology Administration Freight in America A New national picture http://www.bts.gov/publications/freight\_in\_america/pdf/entire.pdf

Oil and Gas Pipelines Pipelines carry a wide variety of energy commodities, from different grades of crude petroleum and reﬁned petroleum products such as aviation fuels, diesel, and heating oils, as well as natural gas. These pipelines transport commodities from domestic production—either in coastal waters or onshore—and from imports. Energy derived from piped crude or petroleum products is consumed at nearly every stage of the production of goods and services in the United States. The movement of products by pipelines is an elaborate and complex process, in part because of the number and types of commodities transported. Several types of oil and gas pipelines are in operation in the United States today. Gathering pipelines carry products from production ﬁ elds, transmission pipelines transport products to terminals and reﬁ neries, and distribution pipelines carry products to ﬁ nal market and consumption points. Together, these pipelines move large quantities of hazardous liquid and gas products. 26 In 2003, according to recently improved BTS estimates of ton-miles, U.S. pipeline movement of crude oil, petroleum products, and natural gas produced 868 billion total ton-miles (table 16). These new pipeline estimates include shipments by natural gas liquids which accounted for about one-third of the pipeline total. When natural gas shipments are included in the pipeline total, oil and gas pipelines accounted for approximately 20 percent of total freight ton-miles by all modes in 2003 (14 percent from oil pipelines and 6 percent from gas pipelines).

### BTS

#### Their interp excludes freight.

Bureau of Transportation Statistics 2006 U.S. Department of Transportation Research and Innovative Technology Administration Freight in America A New national picture http://www.bts.gov/publications/freight\_in\_america/pdf/entire.pdf

Accurately measuring the magnitude of freight movement is a challenge. No single data source provides complete and timely information on all freight transportation modes for all goods and sectors of the economy. The Commodity Flow Survey (CFS) is the primary source of national- and state-level data on domestic freight shipments by American businesses. As a shipper-based survey, the CFS collects information on how U.S. establishments transport raw materials and ﬁ nished goods; the types of commodities shipped by mode of transportation; the value, weight, origin, and destinations of shipments; and the distance shipped. It covers establishments classiﬁ ed in the North American Industry Classiﬁ cation System (NAICS) as manufacturing, mining, and wholesale trade. Produced as part of the Economic Census, the CFS allows analysis of the nation’s freight activities within the context of changes in the nation’s economy. The CFS data are helpful in market analysis of how businesses use competing trans portation modes to move freight and facilitate production and trade activities. Although the CFS is the most comprehensive data source on nationwide freight movements, there are important data gaps in the coverage of certain industries and commodities and in the domestic movements of imports. Additional data must be used to ﬁ ll gaps in CFS coverage. To present a more complete national estimate of the overall freight moved on the nation’s transportation system in 2002, Bureau of Transportation Statistics (BTS) and the Federal Highway Administration (FHWA), Ofﬁ ce of Freight Management and Operations have supplemented the CFS data with estimates from other sources on freight shipments that are not fully measured in the CFS. These additional estimates cover farm shipments to processing plants, crude petroleum pipeline shipments, waterborne imports and exports, and logs and wood in the rough. They also cover shipments by the service, retail, and construction sectors as well as municipal solid waste. The new composite national estimates provide the benchmark data for the FHWA Freight Analysis Framework II. Information on the methods and data sources used in developing these composite estimates will be available by summer 2006 at the agencies’ websites www.bts.gov and www.fhwa.dot.gov.

### DOT

#### 2AC Interp Freight - DOT

Davis et al July 2010 TRANSPORTATION ENERGY DATA BOOK: Center for Transportation Analysis Energy and Transportation Science Division EDITION 29 Stacy C. Davis Susan W. Diegel Oak Ridge National Laboratory Robert G. Boundy Roltek, Inc. Prepared for the Vehicle Technologies Program Office of Energy Efficiency and Renewable Energy U.S. Department of Energy http://info.ornl.gov/sites/publications/files/pub24318.pdf

The Transportation Services Index (TSI) was created by the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). It is an index that measures the movement of freight and passengers. The Freight TSI consists of: • for-hire trucking (parcel services are not included); • freight railroad services (including rail-based intermodal shipments such as containers on flat cars);inland waterway traffic; • pipeline movements (including principally petroleum and petroleum products and natural gas); • and air freight. The index does not include international or coastal steamship movements, private trucking, courier services, or the United States Postal Services.

#### Transportation includes freight.

Davis et al July 2010 TRANSPORTATION ENERGY DATA BOOK: Center for Transportation Analysis Energy and Transportation Science Division EDITION 29 Stacy C. Davis Susan W. Diegel Oak Ridge National Laboratory Robert G. Boundy Roltek, Inc. Prepared for the Vehicle Technologies Program Office of Energy Efficiency and Renewable Energy U.S. Department of Energy http://info.ornl.gov/sites/publications/files/pub24318.pdf

Transportation sector – Consists of both private and public passenger and freight transportation, as well as government transportation, including military operations.

### Excludes Water Pipes

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Nealer 2011 Modal freight transport required for production of US goods and services Transportation Research Part E: Logistics and Transportation Review Rachael Nealer, , Christopher L. Weber, Chris Hendrickson, H. Scott Matthews Carnegie Mellon University, 5000 Forbes Ave., Pittsburgh, PA 15213, United States . Available online 3 January 2011. <http://dx.doi.org/10.1016/j.tre.2010.11.015>,

Fig. 1 shows the distributions of freight movement by mode and allocation method. The values of the normalized CFS freight data (Fm) are sorted and plotted against the quantity of sectors for each mode. The y-axis is the allocated freight in millions of ton-km. The x-axis is the number of sectors that have freight allocated and continues to the 428th sector, but for visualization purposes only the top 10 sectors are shown. For further visual clarity, the higher values on the y-axis are also truncated, and some values are not shown. Internatonal water has many sectors with large freight requirements, whereas pipeline has large values in only two sectors due to the small number of goods transported by this mode.1 The large values for international water movement are skewed by water transportation of oil and gas products. Truck and water ton-km are close in magnitude, but truck has a few large values, and water has many small values. Air has only a few non-zero values and they are small, similar to international air. The total area under each curve is equal to the total direct transportation of each mode in millions of ton-km. Other goods are transported by pipeline, such as water and wastewater. We only model the transportation of oil and natural gas because they contribute to the supply chain of the production of goods within the US. Water is also in the supply chain of goods (see Blackhurst et al., 2009).

### T – Key Freight

#### Trucks & Rail don’t solve

Cheryl Trench 2001 President of the Allegro Energy Group How Pipelines Make the Oil Market Work – Their Networks, Operation and Regulation A Memorandum Prepared for the Association of Oil Pipe Lines And the American Petroleum Institute's Pipeline Committee December 2001 http://www.pipeline101.com/reports/Notes.pdf

Pipelines are the irreplaceable core of the U.S. petroleum transportation system and hence the key to meeting petroleum demand. Without oil pipelines, petroleum products would not reach the millions of consumers in all fifty states. Oil pipelines transport roughly two-thirds of the petroleum shipped in the United States. They deliver over 14 billion barrels (more than 600 billion gallons) of petroleum per year. Because many volumes are shipped more than once (as crude oil and then again as refined product, for instance), these annual pipeline shipments are equal to more than twice the actual U.S. consumption of oil. Furthermore, oil pipeline shipments account for more than 17% of the freight moved nationally, but less than 2% of the national freight cost. 2 The United States has the largest network of oil pipelines of any nation. All of Europe, for instance, has a pipeline network that is only 1/10 the size of the U.S. network. Shippers select transportation modes principally on the basis of cost, and economics favor pipelines. Trucking costs escalate sharply with distance, making trucking the most expensive mode of petroleum transportation. In addition, of course, the logistics of truck transport for high volume/long distance shipments are so daunting as to be impractical. Assuming each truck holds 200 barrels (8,400 gallons) and can travel 500 miles per day, it would take a fleet of 3000 trucks, with one truck arriving and unloading every 2 minutes, to replace a 150,000-barrel per day, 1,000-mile pipeline. Consequently, in spite of the fact that trucks are ubiquitously available, trucking is generally limited to short haul movements where alternatives are often unavailable: between product terminals and retail outlets or consumers, and to small crude shipments from marginal producing areas to storage points where crude is aggregated into pipeline-size volumes for shipment to a refinery. However, despite generally being small in terms of both volume per shipment and distance, such truck movements are essential to both the completeness and the competitiveness of the overall oil distribution system. While railroad tank car costs do not rise as sharply with distance traveled, their costs, too, remain a multiple of pipeline and waterborne alternatives. Replacing the same 150,000-barrel per day pipeline with a unit train of 2000-barrel tank cars would require a 75-car train to arrive and be unloaded every day, again returning to the source empty, along separate tracks, to be refilled. Furthermore, rail transportation is far from universally available in the United States. While waterborne shipments can be priced competitively with pipelines, their use, of necessity, is limited by geography. Where rivers and coasts allow their use, tank barges and tank vessels compete aggressively against pipelines. In most areas of the nation's interior, petroleum is delivered almost entirely by pipelines rather than by water or other modes.

#### Compete with other modes of transportation.

Cheryl Trench 2001 President of the Allegro Energy Group How Pipelines Make the Oil Market Work – Their Networks, Operation and Regulation A Memorandum Prepared for the Association of Oil Pipe Lines And the American Petroleum Institute's Pipeline Committee December 2001 http://www.pipeline101.com/reports/Notes.pdf

The discussion above illustrates that pipelines fill diverse roles. That diversity of supply pattern and consumer need precludes the industry from being monolithic. Pipelines are serving different regions with different consuming patterns. Even within a region, there are additional scheduling and operational challenges presented by contrasts among the output mix of different refineries, the consumption patterns of large consumers on a system, and even seasonal consumption patterns in a region. Pipelines compete with each other and with other modes of transportation in filling these needs.

#### By far most important for oil.

Cheryl Trench 2001 President of the Allegro Energy Group How Pipelines Make the Oil Market Work – Their Networks, Operation and Regulation A Memorandum Prepared for the Association of Oil Pipe Lines And the American Petroleum Institute's Pipeline Committee December 2001 http://www.pipeline101.com/reports/Notes.pdf

In the decades since large diameter, long distance pipelines have been available, they have developed into a key part of the thousands of movements and schedules and transactions that make up the oil market in the United States. Their ability to move large volumes long distances fueled the post-War economic boom, and shaped U.S. demography and development. In addition to moving the large volumes from producing regions to consuming regions, pipelines fill a critical role in moving smaller quantities of oil from market hubs to more distant consuming areas. Pipeline operations over the years have accommodated a greater number of unique products, carrying products that meet regional and seasonal environmental quality mandates. They are the only practical mode of transportation for most overland movements, and the cheapest. It is not surprising, therefore, that pipelines are by far the most important mode of transportation for oil in the United States.

### T – Infrastructure/in/throughout

#### Alaska - Hawaii

J. Hummell et al August 2011 Argonne National Labs – prepared for the Department of Interior & Energy Energy Transport Corridors http://www.ipd.anl.gov/anlpubs/2011/10/70965.pdf

Because Congress directed the Agencies to first identify corridors, this report summarizes current energy transportation infrastructure on federal lands and the forces that are driving future needs for energy transportation corridors and infrastructure in the 37 contiguous Section 368(b) eastern states (eastern states or lower 368(b) states). The States of Alaska and Hawaii are not connected to the electricity transmission grid in the eastern states and have federal land characteristics and energy transportation issues that are significantly different from those shared among the contiguous eastern states. Because Alaska and Hawaii represent neither the federal land composition nor the significance of energy transport issues in the eastern states, Alaska and Hawaii are generally excluded when summary statements are presented in this report about the characteristics of federal land or energy transportation issues, unless otherwise noted in the main body of the text.

### Excludes Fuel

#### Infrastructure for petroleum crude and fuel distinct.

J. Hummell et al August 2011 Argonne National Labs – prepared for the Department of Interior & Energy Energy Transport Corridors http://www.ipd.anl.gov/anlpubs/2011/10/70965.pdf

PETROLEUM PIPELINES 3.3.1 Current State of the Industry - Pipelines are the primary transportation mode for moving crude oils from source areas to refineries and petroleum distillate fuels and petrochemical feedstocks to their points of consumption. The crude oil pipeline infrastructure is separate from the infrastructure that delivers petroleum fuels and products. The United States is divided into five Petroleum Administration for Defense Districts (PADDs) Created during World War II to help organize the allocation of petroleum fuels, PADDs are still utilized for data collection and system description purposes. Figure 3.11 shows the five districts. Table 3.2 shows the monthly movements by pipeline between PADDs.

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J. Hummell et al August 2011 Argonne National Labs – prepared for the Department of Interior & Energy Energy Transport Corridors <http://www.ipd.anl.gov/anlpubs/2011/10/70965.pdf>

Crude Oil and Petroleum Product Infrastructure Development Overview Pipelines are the primary transportation mode for moving crude oils from source areas to refineries, and petroleum distillate fuels and petrochemical feedstock from refineries to their points of consumption. The crude oil pipeline infrastructure is separate from the infrastructure that delivers petroleum distillate fuels and products. Crude oil pipelines are categorized as either gathering lines or trunk lines. There are approximately 55,000 mi (88,514 km) of crude oil trunk lines and as many as 40,000 mi (64,374 km) of gathering lines in the United States. Crude oil gathering lines are located primarily in the oil-producing regions of Texas, Oklahoma, Louisiana, and Wyoming, and in offshore locations connecting offshore oil rigs with land-based refineries. There are approximately 95,000 mi (152,889 km) of product pipelines in the United States that transport petrochemical feedstock and refined consumer products such as gasoline, aviation turbine fuel, diesel fuel, and home heating oil. As with crude oil, the same pipeline segments can be used to transport various refined products in batch sequence. Petroleum product pipelines typically originate at or near refineries and terminate at tank farms or distribution terminals located in retail market areas. Ultimate deliveries to the consumer will often involve truck or rail transport from terminals to points of ultimate consumption.

### A2 Transportation Experts

#### Even transportation experts??

Bradley Hull 2005 assistant professor in the Management, Marketing, and Logistics Department at John Carroll University. Previously he was employed by British Petroleum in its oil, chemicals, and pipeline divisions. He currently teaches courses in logistics, operations management, and enterprise software. Hull holds a PhD in operations research from Case Western Reserve University. Industry Issue Paper: Oil Pipeline Markets and Operations Source: Journal of the Transportation Research Forum, Vol. 44, No. 2 (Summer 2005), pp. 111-125

Imagine the ideal freight transportation system of the future: merchandise would flow to market through an extensive system of underground conduits, leaving the nation’s highways safer and less busy as a result. From a few highly automated control rooms scattered around the nation, operators would receive merchandise from manufacturers and guide it safely along the most economical corridors available using the latest technologies. The physical activities of loading, transporting, and unloading would be fully automated and performed remotely from the control rooms. With advanced monitoring and scheduling technology, in-transit damage to the merchandise would be minimal and truck traffi c accidents would be virtually nonexistent. The few people operating the control rooms would be primarily mechanical or civil engineers and information technology specialists. With no visible presence to the general public, few employees, and virtually no accidents, such a transportation system would have such a low profi le that the general public would be unaware of its existence. Such a system would “run silent, run deep,” as stated in the title of the well-known 1958 Clark Gable movie. Such a futuristic system exists today. The conduits are the U.S. crude oil and refined products pipelines. The merchandise is many hundred types of crude oil and refi ned products. The shippers include thousands of oil companies, brokers, traders, independent wholesalers (called jobbers), airlines, railroads, and merchandisers such as Wal-Mart, Costco, and Kroger. But because of its very low public profi le, many transportation professionals are only dimly aware of its existence. Beyond the petroleum industry, pipelines move natural gas, anhydrous ammonia, carbon dioxide, and bulk chemicals. Also coal, iron ore, and copper are moved by slurry pipeline (i.e., as small particles in an aqueous solution). There is a growing literature and interest surrounding slurry, pneumatic, and capsule pipelines (Marrero, 2004; Zandi, 1982; and Round, 2003). However, this paper confi nes itself to pipeline movements of crude oil and refi ned products.

#### Low cost but still transportation.

Bradley Hull 2005 assistant professor in the Management, Marketing, and Logistics Department at John Carroll University. Previously he was employed by British Petroleum in its oil, chemicals, and pipeline divisions. He currently teaches courses in logistics, operations management, and enterprise software. Hull holds a PhD in operations research from Case Western Reserve University. Industry Issue Paper: Oil Pipeline Markets and Operations Source: Journal of the Transportation Research Forum, Vol. 44, No. 2 (Summer 2005), pp. 111-125

Also, interchange activities between pipelines require only the transfer of crude oil or refi ned products, and not the equipment exchanges which are required by the trucking or rail industries. A fi nal comparison with other modes is that pipelines are likely the slowest with speeds of 3 to 8 mph (Trench 2001, p. 12), and least costly form of transportation. Their low cost stems from many factors: there are no backhauls (because lines are unidirectional), there is no container which needs to move with the cargo (since only the product moves), there is little product loss or damage (tight controls limit the amount of interface, leakage, and evaporation), and economies of scale are substantial. Despite being the slowest and least expensive, pipelines have the same cost versus customer service tradeoffs as all other modes. If a customer receives refi ned products from a pipeline which operates on a 14-day cycle, that customer must provide tankage to receive a batch which will cover demands for 14 days (plus safety stock). If the same customer receives products from a pipeline with a seven-day cycle, the customer only needs half as much tankage, but the interface generated will be twice as much. A seven day cycle improves customer service, because it reduces the amount of tankage needed for a customer and likely permits a reduction of customer safety stock, but it comes at increased operating costs to reprocess the interface generated by twice as many batches of half the size. In summary, pipelines utilize the same transportation concepts and experience the same issues as the other modes, even though they are the least cost and slowest of all.

### A2 T – Infrastructure Investment

#### It’s infrastructure investment.

The Perryman Group 2010 The Impact of Developing the Keystone XL Pipeline Project on Business Activity in the US: An Analysis Including State-by-State Construction Effects and an Assessment of the Potential Benefits of a More Stable Source of Domestic Supply http://www.transcanada.com/docs/Key\_Projects/TransCanada\_US\_Report\_06-10-10.pdf

The US portion of the existing Keystone Pipeline includes the states of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Missouri, and Illinois. The proposed Keystone XL Pipeline is a 1,661 mile, 36-inch crude oil pipeline that would enter the United States in Montana and proceed through South Dakota and Nebraska. It would incorporate the 298-mile portion of the Keystone Pipeline in Nebraska, Kansas, and Oklahoma to serve markets at Cushing, Oklahoma before continuing south through Oklahoma and Texas to a delivery point near existing terminals in Nederland, Texas to serve the Port Arthur, Texas marketplace. This investment in infrastructure will benefit many communities and landowners along the way, and care must of course be taken concerning the environmental impact of construction. These local economies on the route will benefit from increases in tax revenues and business activity associated with temporary construction work in the area. Moreover, local property taxes will be paid on a continuing basis for the 100-year life of the project.4 Of even greater significance is the ongoing benefit to the US economy of a more stable source of consistent energy supply over an extended time horizon. This issue is explored in the following section.

### 2AC Interp

#### Energy transportation systems.

The Perryman Group 2010 The Impact of Developing the Keystone XL Pipeline Project on Business Activity in the US: An Analysis Including State-by-State Construction Effects and an Assessment of the Potential Benefits of a More Stable Source of Domestic Supply http://www.transcanada.com/docs/Key\_Projects/TransCanada\_US\_Report\_06-10-10.pdf

Need for Infrastructure Investment

The energy transportation system includes a large network of pipelines, railways, waterways, ports, terminals, and roadways that have developed over an extended period. Currently, the system is very competitive and operates in a safe and reliable manner, playing a significant role in the transportation of energy from exploration to production and manufacturing and ultimately to the final consumption destination.21 However, some aspects of the energy transportation system are nearing capacity, and future demand may be difficult to accommodate. Forecasts of energy supply and demand generally assume adequate transportation infrastructure will be built as it is needed with no restrictions. However, development and construction of needed transportation systems can be a slow process. Environmental, land use, and social concerns may delay and even in some cases impede the construction of new infrastructure.22 Without timely investments, congestion through transportation systems can result in supply interruptions and other problems. Therefore, it is essential to allow sufficient time for implementation of new infrastructure to mitigate the risk of future issues. Pipelines are the most cost effective means to transport crude oil and other petroleum products.23 In 2004, an estimated 90% of petroleum products in the US were shipped either by pipeline (60%) or marine transport (30%). The rest was transported by rail (4%) and motor carriers (6%).24 According to the US Government Accountability Office (GAO) analysis, many of the crude oil and petroleum products pipelines in the country are operating near capacity. Federal and industry agencies report there is a systematic lack of pipeline capacity in the supply infrastructure system.25 A constrained supply infrastructure can be a major factor influencing prices of petroleum production during supply disruptions. Unless sufficient investments are made in the US, the supply infrastructure will become inadequate to handle the future volume of petroleum products. This situation can lead to cost increases and volatility as a result of natural disasters, political unrest in some oil producing regions, or simply unexpected growth in demand because the supply infrastructure cannot support the requisite change in the delivery of fuels.26

### A2 Other Pipelines solve

#### Other pipelines won’t solve – Keystone is the only project with shipper commitments.

McClatchy - Tribune Business News 4/22/12 Pipeline proposals may decrease need for Keystone XL - Proquest

However, Cramer added that the Keystone XL Pipeline is important for national security and energy security. Justin Kringstad, director of the North Dakota Pipeline Authority, said while proposals such as the Oneok pipeline are exciting news, the Keystone XL Pipeline is unique because that project has shipper commitments to move forward. Ron Ness, president of the North Dakota Petroleum Council, also said the Keystone XL Pipeline remains important for North Dakota. "Keystone is still important to get to the Gulf Coast," Ness said. The northern section of the Keystone XL, which has raised the concerns of environmentalists, has an uncertain political future. It needs federal approval to cross the U.S.-Canada border, Cramer said. Meanwhile, TransCanada is moving forward on building the final leg of the Keystone XL Pipeline from Oklahoma to the Gulf Coast.

#### Other pipelines won’t solve enough capacity.

Lorne Stockman, 12/2011 Research Director, Oil Change International. Published by Oil Change International, Greenpeace UK and PLATFORM, December 2011 GETTING TO MARKET: EMERGING INVESTOR RISKS IN THE TAR SANDS <http://priceofoil.org/wp-content/uploads/2011/12/Getting-to-market_Final_Web_US.pdf>

Other transport options look like they will beat Keystone XL to Texas and if refiners are no longer committed to shipments from TransCanada’s pipeline then they may prefer to patronize these options, especially if they can deliver crude before Keystone XL will. So if the supply of tar sands crude building up in Cushing finds its way south to Texas without Keystone XL is that just as good for tar sands producers? Not really. Keystone XL is not just a link between Cushing and Texas; it would provide additional capacity for tar sands crude out of Alberta and into Cushing of between 700,000 – 900,000 bpd.