# Case

### A2: Natives Turn

#### 1. Our Dinan evidence indicates that a new route has been chosen that will avoid controversial areas such as the Ogallala aquifer and native territories.

#### 2. Their evidence is from the Indigenous Environmental Network, it has an obvious huge bias.

#### 3. Case o/w- tar sand will be drilled and refined regardless of whether or not the pipeline is built, not building the pipeline causes China to get the oil and increases oil tanker spills, killing plankton and culminating in destruction of the environment and extinction

#### 4. KXL competitor – Enridge’s gateway pipeline is far worse for natives.

John Daly 4/20/12 Stung by the Keystone XL Debacle, Canada Looks Eastwardshttp://oilprice.com/Energy/Crude-Oil/Thwarted-by-U.S.-Marginalizing-the-Keystone-XL-Pipeline-Canada-Looks-Eastwards.html

So, what’s on the drawing boards to replace Keystone XL? First, the $5.54 billion, 731-mile Northern Gateway pipeline, proposed by Enridge Inc., which would carry 525,000 barrels a day (bpd) of Alberta's oil sands to a supertanker port in Kitimat, British Columbia. But opposition to the pipeline has swiftly mounted, led by Canada’s Indian community. The proposed pipeline route crosses land owned and claimed by Indian tribes and nations who worry that the pipeline will leak and foul rivers that are important salmon spawning grounds, while Indian groups in British Colombia argue that the coastline is too rugged for supertankers and that an oil spill is inevitable. The solution? Enbridge company is offering the Indian tribes about $1 billion dollars for "community building" and a 10 percent share in the project if they drop their opposition, while Harper’s government said that it will force time limits on regulators reviewing the pipeline plan, as it wants Northern Gateway approved within two years, despite opposition by Indians as well as Canadian and U.S. environmentalists. Nor is Northern Gateway the only energy transit project in the works, as on 10 April the British Colombia Environmental Assessment Office approved increasing the carrying capacity by 36 percent of the proposed $1 billion Pacific Trails natural gas pipeline. Pacific Trails is designed to transport natural gas from northeast British Colombia to Kitimat for export overseas. The pipeline project is owned by a consortium of EOG Resources, Apache and Encana, which also owns the $4.5 billion liquefied natural gas plant proposed for Kitimat. Indigenous opposition should not be discounted, as the Northern Gateway pipeline would pass through the territory of indigenous communities including the Carrier-Sekani Tribal Council, the Haida Nation, and the Yinka Dene Alliance, many of which have not signed treaties with the Canadian government, giving them heavy leverage in Ottawa to stop or significantly delay the pipeline because their land has not been ceded to the federal government. And 130 communities are strongly opposing the pipeline and tanker project, signing the Save the Fraser Declaration and the Coastal First Nation Declaration. Indigenous communities whose territories make up more than 50 percent of the combined pipeline and tanker route do not support this project and up to now have banned oil tankers and pipelines using their indigenous laws and authority, which are recognized under Canadian and international law, vowing to “form an unbroken wall of opposition from the U.S. border to the Arctic Ocean.”

#### 5. Plan solves – oil sands inevitable – worse in china.

Jonathan A. Lesser March 2012 Ph.D. in economics and president of Continental Economics Inc Energy and the environment: Pipeline petulance Natural Gas & Electricity Special Issue: Focus: Global Environmental Approaches Volume 28, Issue 8, pages 27–29, March 2012

The president's decision in January to “defer” (i.e., cancel) the Keystone Pipeline project pending yet more environmental review is perhaps the best known of the administration's politically driven environmental policy decisions. Moreover, one can argue that the environmental and economic “support” behind that decision—reduced greenhouse emissions, protection of groundwater, fewer jobs than can be created by more government regulations, and similar “advantages”—dwarfs the administration's other environmental policy successes. These include “cash-for-clunkers,” which spent almost $3 billion in taxpayer money to turn perfectly good used vehicles into scrap metal; $4,000 subsidies for every electric vehicle sold, not that many have been, as well as hundreds of millions in subsidies to battery companies, for vehicles whose battery packs are a pyromaniac's dream; billions in loan guarantees for renewable energy companies like Solyndra that have been converted into additional debt owed by taxpayers;1 and, well, you get the idea. With some of these other environmental policies, one can at least argue that they have provided environmental and economic benefits. After all, scrapping used cars for lower-polluting new ones not only reduced pollution, but also provided work for the government-owned and operated General Motors. Electric cars, their batteries charged with clean wind and solar energy, such as would have been provided by Solyndra's expensive solar panels, could also be deemed pollution reducers, as well as providing jobs that have only cost taxpayers several million dollars each. With some of these other environmental policies, one can at least argue that they have provided environmental and economic benefits. After all, scrapping used cars for lower-polluting new ones not only reduced pollution, but also provided work. Keystone had been under study for the past three years and was previously found to have no significant environmental impacts by the US State Department.2 But politics being what they are, the president first attempted to delay a final decision on the pipeline until after the November elections and, after being forced by Republicans to make a decision beforehand, determined the project required yet more study. Canada, our northern neighbor, ally, and major trading partner, is not happy. As Steven Harper, the Canadian prime minister, stated after the rejection, “Just because certain people in the United States would like to see Canada be one giant national park for the northern half of North America, I don't think that's part of what our review process is all about.”3 The prime minister was referring to the country's review of the proposed Northern Gateway Pipeline, which will transport bitumen produced from the Alberta tar sands, which US environmentalists bitterly oppose, to the British Columbia coast, where it will be shipped to China for refining. Certain people in the United States would like to see Canada be one giant national park for the northern half of North America. And that is the true environmental irony. The Alberta tar sands will continue to be developed, and the resulting bitumen that is produced will be sold and shipped, regardless of US environmentalists' temper tantrums. If it is shipped to China, greenhouse gas emissions will increase, both because of the additional shipping required and the additional emissions produced by less-energy-efficient Chinese oil refineries. Moreover, the water quality issue is a red herring; TransCanada had already agreed to work with the state of Nebraska to reroute the pipeline away from environmentally sensitive areas in the Sandhills region. If it is shipped to China, greenhouse gas emissions will increase, both because of the additional shipping required and the additional emissions produced by less-energy-efficient Chinese oil refineries. Instead, the United States will have to import that much more oil from friendly countries in the Middle East, despite decades of policy pronouncements by politicians of all stripes proclaiming “energy independence.” And contrary to predictions of reduced dependence on crude oil and a renewable-energy-only economy, the Energy Information Administration predicts that crude oil consumption will still account for one-third of all energy consumption in the United States in the year 2035, while renewable energy will account for all of 11 percent.4 Instead, the United States will have to import that much more oil from friendly countries in the Middle East. Instead of creating “shovel-ready” jobs—TransCanada estimated the pipeline would create 20,000 construction and manufacturing jobs over the two years needed to build it—no jobs. Even if TransCanada's jobs estimate is high, thumbing the presidential nose at thousands of high-paying construction and manufacturing jobs when the US economy remains moribund is a head-scratcher.

#### 6. Keystone exploitation is inevitable – only U.S. intervention prevents worse damages.

Wall Street Journal, 12/9/**2011** (An Inevitable Keystone Pipeline, p. http://online.wsj.com/article/SB10001424052970204319004577084921578161262.html)

If the Prohibition Era taught us anything about business, it's that demand has a way of finding supply. That was true of whiskey. It will likely also be true of Canada's oil sands and the controversial Keystone XL pipeline. Keystone XL, or a similar pipeline and set of worries, isn't just inevitable. It's something we should accept to prevent worse alternatives from coming to pass. The 1,700-mile pipeline, proposed by TransCanada Corp. and blocked for the moment by the White House, is back in the news. Lawmakers in the U.S. Congress are seeking to override the administration and start construction of the pipeline, which would carry oil from the oil sands of Alberta to refineries in Houston. President Barack Obama and Canadian Prime Minister Stephen Harper discussed the matter on Wednesday. Big corporate names have stakes in the Canadian oil sands: ConocoPhillips, Exxon, Shell, Chevron, Marathon, Statoil, Total, Sinopec and BP among many others. Environmentalists say the pipeline is a bad idea: "It locks the U.S. into a high carbon form of energy," says Nathan Lemphers at the Pembina Institute in Calgary. "Until there's a national energy policy, these sorts of pipelines will become the surrogate battleground for the environmental movement." Susan Casey-Lefkowitz of the National Resources Defense Council says the pipeline would promote a dirty and energy-intensive form of oil extraction, pipe that oil through environmentally sensitive areas and aquifers in the U.S., and ultimately keep the U.S. addicted to the wrong sort of fuel, speeding climate change. Theirs is a compelling argument for abstinence: Until Washington stops dithering and charts a clear road to cleaner energy, remove the temptation to burn more oil by preventing access to supply. Last month, the White House delayed a yes-or-no decision on the pipeline—conveniently until after the 2012 presidential election. Markets, however, won't delay. Global demand for energy, driven by growth in developing countries, is expected to rocket 33% over the next 25 years, says the International Energy Agency. By 2035, China is likely to consume almost 70% more energy than the U.S. Fossil fuels such as oil will still account for 75% of energy consumed in 2035, says the IEA. And these numbers assume positive steps toward conservation and the adoption of renewable and other fuels. Where will the new energy come from? Globally, reliance will grow on a relatively small number of producers, mainly in the Middle East and North Africa, and the oil will be shipped along vulnerable supply routes, says the IEA. By 2035, the agency says, OPEC's share of global production will rise to above 50%. If you wonder why China is currently running sea trials for its first aircraft carrier, these vulnerable supply routes and China's own energy insecurity provide an answer. Frustrated with the U.S., Canada is talking with China about piping its oil west instead of south. Enbridge Inc. has proposed a pipeline to a port at Kitimat, British Columbia, where the oil would be loaded on ships bound for Asia. Native communities in the region are resisting the project. Somehow, though, demand will eventually pull the oil to market. "That oil is going to get produced, it's going to get refined somewhere, and it's going to get consumed," says Larry Nichols, executive chairman of Devon Energy. Devon produces about 30,000 barrels a day in the oil sands now and plans to more than quintuple production by 2020. Until cleaner energy sources are cheap, effective and available enough to supplant oil—until pipelines like Keystone are no longer needed—the options for the U.S. are difficult but clear: On supply: The U.S. can continue to rely on dicey regimes in countries such as Saudi Arabia and Venezuela. Or it can buy more oil from its ally Canada and companies it knows, with the added short-term benefit of generating jobs to build new pipelines to U.S. refineries. On the environment: The U.S. can let oil-sands oil go to Asia with all the carbon emissions that entails: pollution from shipping, possible substandard refining, and use of the product in Chinese industries with weak emissions rules. Scientists have already found that mercury and other effluents from China's power plants and factories drift across the Pacific and contaminate North American waterways. Expect more. Or the U.S. can pipe the oil to Houston where regulators scrutinize refiners over emissions, where ever-greater economies of scale help companies create best practices in refining, and where the U.S. can earn money exporting refined products to the rest of the world. The choices seem inevitable. Why wait?

### A2: Oil will be sent abroad

#### 1. Our Christie Jr. 12 evidence shows that the Keystone pipeline will increase oil in the North American markets rather than be sent abroad

#### 2. Even if we don’t win that oil will stay in the United States, our Parformak in 12 evidence demonstrates that building the pipeline spurs development of oil drilling in the Bakken mining which would also increase US oil supply

### More evidence

#### Oil from KXL will be used domestically – the alternative is China.

Jeremy Bowman, 01/25/12, The Motley Fool3 Myths About Keystone XL http://www.dailyfinance.com/2012/01/25/3-myths-about-keystone-xl/

Among other claims, activists have said that the oil brought to the Gulf by Keystone XL would be destined for international markets, but about 10% of our oil imports already come from the Canadian tar sands. Midwestern refineries, which currently process that crude, are likely to run out of capacity by 2015. According to IHS CERA, an independent energy research group, Keystone XL "would foster higher production and greater use of North American oil in the U.S. market." Without access, "Canadian oil sands producers would likely turn to Asia as a new export market, and U.S. Gulf Coast refiners would continue to draw on current suppliers." Those suppliers include Mexico, Venezuela, and the Middle East, and IHS CERA's report notes that some of those suppliers are struggling to maintain production and new ones are needed. The influx of additional oil should help keep crude prices down as the laws of economic logic deem that, all other things being equal, an increase in supply will lower prices.

### A2: No Inh

#### This card is only talking about how 1 permit has been granted for contruction of the Southern pipeline. We advocate building the Northern pipeline which was rejected due to controversies near the Canadian border. This is our Alic in 12 card

### A2: Renewables

#### 1. Our Faulkner 12 evidence says that Canada is itching to use its tar sands now and if the US does not claim them then they will give them to China. Means the impact is inevitable.

#### 2. Turn – creates consensus – key to renewable policy.

Michael Schwartz 1/23/12 The Keystone Pipeline: Moving from Confrontation to Consensus CEO, New Wave Energy Capital Partners http://energy.nationaljournal.com/2012/01/sizing-up-obamas-keystone-pipe-1.php#2152627

Establishes actionable goals for procurement of US origin goods and services associated with oil sands development and pipeline construction/operation An alternative routing for the pipeline which avoids environmentally sensitive areas and thereby reduces the impact of pipeline construction and operation The heightened concerns about a potential disruption of oil supplies from the Persian Gulf only emphasize the importance of the role of the Keystone Pipeline and oil sands derived crude supply in enhancing US energy security and supporting economic recovery. Notwithstanding the merits of alternative fuels in the long-term, we must act today to protect the vital interests of the United States over the next years to come. With this in mind, let’s use the disapproval of the Keystone application as an opportunity to convert the issue from a source of vitriol to a basis for consensus building. This can be done by having stakeholders come together to support approval by the State Department based upon a new project submittal and developing a schedule for project review that allows for full assessment of the Pipeline’s environmental impact and the negotiation of an acceptable agreement that would address key environmental and economic issues surrounding both oil sands and the pipeline. Although the confrontational politics of the last several months suggests that it is not likely that any material progress can be achieved on almost any matter of significance, there is strong indication that the American public wants its political leadership to place country over partisanship. Constructive and timely action on the Keystone Pipeline would represent a good first step toward to demonstrating that we have functional and responsive government willing to act in the best interests of the public. Further, an agreement around Keystone could serve as a foundation for a broader consensus that could allow us to make progress around other energy initiatives.

### More Evidence

#### **Keystone Pipeline expands the US pipeline grid and offers more options for energy**.

#### **Epstein**, Victor, **2/8/**12, Editorial: Keystone Pipeline is a Good Thing, Cynical Times, (http://www.cynicaltimes.org/about-cynical-times/)

The problem with the complex national debate about the Keystone XL pipeline is that it's not really about energy, the environment or job creation - it's about political gamesmanship and misinformation from at least three different interest groups. The painful truth is that the Keystone XL Pipeline is a good idea because it gives the United States more energy options by expanding our pipeline grid and because the environmental impact of the tar sands will increase without it. But you could spend a couple weeks sifting through all the half-truths and sins of omission emanating from the energy, farm and environmental lobbies just to get to the facts you need to figure that out. The American public deserves better.

### A2: US- Canada relations good/resilient

#### 1. Our Berney and Hampson evidence is newer and is really good on the fact that Obama’s rejection of the northern half of the Keystone pipeline damaged the relationships between the two countries. Their own evidence says that energy policy is key to their relationship and rejecting of the keystone pipeline severely damaged this

#### 2. Prefer our evidence as it has been written since the rejection of the pipeline

### A2: Oil Companies Distort

#### 1. Their evidence is from a study done by Oil Change International and Forest Ethics advocacy, a group of hippies who will obviously want to decrease oil usage. The fact that all of their evidence comes from this study is a reason to not evaluate this card.

#### 2. Our Bradley card is really good on the fact that our supply of oil would greatly increase, lowering prices. He is the Jr. CEO of an energy research institute he works with different kinds of energy and obviously is more qualified to talk on the matter.

#### 3. Even if the actual construction of the pipeline doesn’t create as many jobs, our Spanos evidence notes that the pipeline will cause innovation in other businesses and stimulate companies allowing them to employ more people, this will cause a cascade effect creating even more jobs and allowing other businesses to expand. Also in the long run, our Christie Jr. evidence shows that the pipeline will create 118 thousand jobs.

### A2: Other factors for Canada to Diversify

#### 1. This evidence does not assume the action of the plan being made. This is just another reason to do the aff because without it, Canada will resort to other countries.

#### 2. Our Faulkner 12 evidence indicates that Canada will only resort to trading with China in the event that the United States does not increase trade with them through Keystone

### A2: Will sell to China Regardless

#### 1. Their evidence says building the pipeline will give the United States more say in the allocation of oil from Canada. As long as the keystone pipeline is built we can import enough oil that Canada will have no need to turn to other countries. Our Faulkner evidence indicates this because the Keystone pipeline is key to increasing relations between the US and Canada as well as taking advantage of Canada’s large oil reserves.

### A2: Aquifer Turn

#### 1. No Impact- A new route avoids the Ogllala entirely- that’s Dinan 12

#### 2. Environmentalists overhype the risks of the pipeline in last ditch efforts to keep the pipeline from passing that’s Herman

#### 3. Very low risk of spills.

Diana Furchtgott-Roth June 2012 Pipelines Are Safest for Transportation of Oil and Gas Senior Fellow at the Manhattan Institute for Policy Research Issues 2012 No.17 June 2012 2 http://www.manhattan-institute.org/pdf/ir\_17.pdf

Gross barrels spilled do not take into account the number of barrels that were recovered during cleanup. The volume of liquids spilled that is ultimately recovered varies widely from year to year, and is likely heavily influenced by the nature of the spill. Between 1992 and 2011 about 40 percent of spilled liquids were recovered (Table 3). Over the entire 20 year period a total of less than 1.5 million net barrels were spilled. Volumes that are spilled are miniscule when compared to the volumes of petroleum that are used in the United States. To provide some prospective, U.S. refineries produce near 9 million barrels of gasoline every single day. Considering the vast network, 175,000 miles of petroleum pipeline and over 2 million miles of natural gas pipelines (about 321,000 of transmission and gathering lines, over 2 million of local distribution main and service lines), incidents are exceedingly rare. 8 To draw another comparison, according to the National Weather Service there was an average of 39 reported deaths annually caused by lightning from 2001 to 2010. 9 From 1992 to 2011 fatalities related to pipeline incidents were about 20 per year. An individual had about twice the chance of getting killed by lightning as being killed in a pipeline incident.

### More cards

#### The alternative is oil tankers to China – six-times more likely to cause a spill.

OWENS 12 Keystone Kops energy policy Mackubin Thomas Owens The Washington Times Wednesday, January 25, 2012 <http://www.washingtontimes.com/news/2012/jan/25/keystone-kops-energy-policy/>

Unsurprisingly, the main resistance to the Keystone XL has come from environmentalists, who claim that the pipeline endangers water resources and the like. However, the State Department, which had jurisdiction since the pipeline crosses an international border, conducted a three-year study addressing risk to soil, wetlands, water resources, vegetation, fish, wildlife and endangered species, concluding that building the pipeline would pose minimal environmental risk. In addition, the area the Keystone XL would traverse is already a web of pipelines. Ironically, not constructing the Keystone pipeline has the potential to increase environmental risk. The Keystone XL route foreclosed, the Canadians will build a pipeline to their Pacific coast and ship crude oil to China by tanker. Tanker spills are more frequent and destructive than pipeline leaks. Indeed, although the long-term trend in spills from all sources is sharply down, the spill rate from shipping oil by tanker is about six times higher than spills from offshore oil rigs or pipelines.

### A2: Deforestation turn

#### 1. This evidence is written because the writer owns some property up in South Dakota. Doesn’t mean he understands what he is talking about.

#### 2. The evidence is talking about how deforestation occurs because of the older, shorter path, our Dinan evidence says that the new path will avoid massive deforestation or environmental problems.

#### 3. The other environmental impacts are based on the extraction of tar sands, an inevitable action on Canada’s part according to our Faulkner evidence. If we don’t get the oil, China will. This makes any impacts inevitable.

### A2 Natives

**1. No impact-**

**a.) Native imperialism and cultural destruction is SO 19th century**

**b.) Their Churchill card has ZERO warrants- and it’s in the context of Californian policy for Natives**

**c.) Don’t let them weigh against the aff’s existential risks**

**2. No link– Enridge’s gateway pipeline is far worse**

Daly 4/20/12 John, Stung by the Keystone XL Debacle, Canada Looks Eastwardshttp://oilprice.com/Energy/Crude-Oil/Thwarted-by-U.S.-Marginalizing-the-Keystone-XL-Pipeline-Canada-Looks-Eastwards.html

So, what’s on the drawing boards to replace Keystone XL? First, the $5.54 billion, 731-mile Northern Gateway pipeline, proposed by Enridge Inc., which would carry 525,000 barrels a day (bpd) of Alberta's oil sands to a supertanker port in Kitimat, British Columbia. But opposition to the pipeline has swiftly mounted, led by Canada’s Indian community. The proposed pipeline route crosses land owned and claimed by Indian tribes and nations who worry that the pipeline will leak and foul rivers that are important salmon spawning grounds, while Indian groups in British Colombia argue that the coastline is too rugged for supertankers and that an oil spill is inevitable. The solution? Enbridge company is offering the Indian tribes about $1 billion dollars for "community building" and a 10 percent share in the project if they drop their opposition, while Harper’s government said that it will force time limits on regulators reviewing the pipeline plan, as it wants Northern Gateway approved within two years, despite opposition by Indians as well as Canadian and U.S. environmentalists. Nor is Northern Gateway the only energy transit project in the works, as on 10 April the British Colombia Environmental Assessment Office approved increasing the carrying capacity by 36 percent of the proposed $1 billion Pacific Trails natural gas pipeline. Pacific Trails is designed to transport natural gas from northeast British Colombia to Kitimat for export overseas. The pipeline project is owned by a consortium of EOG Resources, Apache and Encana, which also owns the $4.5 billion liquefied natural gas plant proposed for Kitimat. Indigenous opposition should not be discounted, as the Northern Gateway pipeline would pass through the territory of indigenous communities including the Carrier-Sekani Tribal Council, the Haida Nation, and the Yinka Dene Alliance, many of which have not signed treaties with the Canadian government, giving them heavy leverage in Ottawa to stop or significantly delay the pipeline because their land has not been ceded to the federal government. And 130 communities are strongly opposing the pipeline and tanker project, signing the Save the Fraser Declaration and the Coastal First Nation Declaration. Indigenous communities whose territories make up more than 50 percent of the combined pipeline and tanker route do not support this project and up to now have banned oil tankers and pipelines using their indigenous laws and authority, which are recognized under Canadian and international law, vowing to “form an unbroken wall of opposition from the U.S. border to the Arctic Ocean.”

### a2: ogallala

**1. Extend NJEI- no risk of a spill- pipeline would be highly monitored**

**2. The pipeline would not affect the aquifer- 4 reasons**

Goeke ’11 (James, 10/4/11 research hydro geologist and professor emeritus at the University of Nebraska-Lincoln, “The Truth About Aquifers” The New York Times http://www.nytimes.com/roomfordebate/2011/10/03/what-are-the-risks-of-the-keystone-xl-pipeline-project/the-pipeline-poses-minimal-risk-to-the-ogallala-aquifer)

Surface water we can see; groundwater is an act of faith: I say that when I talk about aquifers. Because groundwater is out of sight, it lends itself to many misconceptions. This is the situation with the Ogallala/High Plains aquifer, as it relates to the proposed Keystone XL pipeline. An aquifer is any subsurface material that stores and transmits water in usable amounts. Underground water by itself is not an aquifer; the definition must include the host material. The Ogallala aquifer, named after the rock formation that has nearly unimaginable water riches, underlies much of the Great Plains. Recently, the U.S. Geological Survey has begun using the term “High Plains Aquifer” to include not just the Ogallala formation but also rock units below and more recent deposits near the surface. During the past 40 years, my colleagues and I at the Conservation and Survey Division of the University of Nebraska have focused our research on this aquifer. I personally have drilled more than 1,000 test holes into and through its complexities; I have analyzed the volume and behavior of the waters it holds. Here are several important findings. **1.** The slope of the regional water table is from west to east; the deep waters within the host rocks move persistently downhill eastward. Approximately 80 percent of the Ogallala Aquifer lies to the west of the proposed alignment, “uphill” of the pipeline’s route. Spilled oil could not move upward against gravity. **2.** Along much of the alignment, the depth to water is over 50 feet. Sediments above the top of the aquifer contain fine-grained deposits like silts and clays. In a 25-year study of an oil spill near Bemidji, Minn., the Geological Survey reported that “apparently fine-grained layers impeded the infiltration and redistribution of oil.” **3.** If areas of the Ogallala were exposed to leaks from the pipeline, the highly varied layers within the rock formation itself would serve to localize the impact of a spill. **4.** In places along the pipeline’s route, there are locations where the water table is near or at the land surface. It is my understanding that in these areas, TransCanada will encase the pipeline in a waterproof covering and cement jacket.

### 2ac A2 Aquifer Turn

#### Dinan 12 talks about how KXL will reroute to avoid environmentally sensitive lands such as native lands and the Ogalla Aquifier. (Check your inherency evidence) (Card Below)

#### Reapplication for the northern section of the pipeline makes now key.

Dinan, Stephen, May 4, 2012, Reporter for the Washington Times, Obama to get do- over Keystone Pipeline, http://www.washingtontimes.com/news/2012/may/4/obama-get-do-over-keystone-pipeline/

TransCanada announced it has asked for permits to build the pipeline into Nebraska, and will eventually submit a new route skirting environmentally sensitive lands in Nebraska — the sticking point that caused the [Obama administration](http://www.washingtontimes.com/topics/barack-obama/) to reject its previous application.In a statement, [TransCanada](http://www.washingtontimes.com/topics/transcanada/) President [Russ Girling](http://www.washingtontimes.com/topics/russ-girling/) made it clear he was appealing to Mr. Obama’s own stated goals of boosting American energy supplies. He also said the thousands of pages of environmental reviews already completed for the earlier application should convince the president to speed this new permit along.“The multibillion-dollar Keystone XL pipeline project will reduce the United States’ dependence on foreign oil and support job growth by putting thousands of Americans to work,” [Mr. Girling](http://www.washingtontimes.com/topics/russ-girling/) said

#### Solvency- Rerouting the Keystone Pipelines avoids harms to environment

Dan Frosch. Journalist of the New York Times. 11/14/11. Keystone Pipeline Will Be Rerouted. [http://www.nytimes.com/2011/11/15/science/earth/keystone-xl-pipeline-transcanada-reroute.html C.H](http://www.nytimes.com/2011/11/15/science/earth/keystone-xl-pipeline-transcanada-reroute.html%20C.H)

At a special session of the Nebraska Legislature, a state senator announced Monday that TransCanada had agreed to adjust its intended route of the [Keystone XL](http://topics.nytimes.com/top/reference/timestopics/subjects/k/keystone_pipeline/index.html?inline=nyt-classifier) oil pipeline to avoid the environmentally sensitive Sand Hills region of the state. “There had been discussions about this over the last couple of days,” said Matt Boever, a spokesman for State Senator Mike Flood. “Moving it out of that Sand Hills region is important.” The proposed pipeline would run from Alberta’s [oil sands](http://topics.nytimes.com/top/reference/timestopics/subjects/o/oil_petroleum_and_gasoline/oil_sands/index.html?inline=nyt-classifier) to the Gulf of Mexico and was slated to pass through the Sand Hills, which includes the Ogallala Aquifer, a vital source of drinking water for the Great Plains. TransCanada’s offer comes just days after a Nov. 10 announcement by the State Department that it would delay a final decision on the $7 billion project until it had considered other routes through Nebraska. The Obama administration had been under increasing pressure from environmental groups, as well as citizens and lawmakers in Nebraska, to reroute the pipeline. “I can confirm the route will be changed and Nebraskans will play an important role in determining the final route,” Alex Pourbaix, TransCanada’s president, Energy and Oil Pipelines, said in a statement Monday, adding that the company would support legislation in Nebraska that would shift the pipeline route. Still, it is the State Department that will ultimately decide the fate of the huge project, and TransCanada’s offer of flexibility does not change the department’s plans to conduct a fresh environmental review of a new route, a process that will probably take 12 to 18 months and push the final decision into 2013. The department must factor in broader environmental concerns about the 1,700-mile project and recommendations of other federal agencies to determine if it is in the “national interest.” “We look forward to working with TransCanada and the Nebraska Legislature,” a department spokesman said Monday.

#### Rerouting the Keystone Pipelines around Nebraska solves the environment

Edward Welsch. Wall Street Journalists. 4/18/12. TransCanada Submits Keystone Pipeline Reroute Plan. <http://online.wsj.com/article/SB10001424052702303425504577352651777168314.html>

CALGARY, Alberta—TransCanada Corp. [TRP -0.44%](http://online.wsj.com/public/quotes/main.html?type=djn&symbol=TRP?mod=inlineTicker) submitted a reroute of its Keystone XL oil pipeline to the Nebraska state government Wednesday, moving a step closer to reviving the project after it was rejected by the U.S. government earlier this year. The reroute will avoid an environmentally sensitive area in the U.S. Midwest state, and comes a day after Nebraska Gov. Dave Heineman signed a bill allowing the state's review of the pipeline to continue. Nebraska was a hot spot for protest against Keystone XL last year because of its path across the Sand Hills and the Ogallala aquifer. Getting the reroute approved by Nebraska will help ensure that TransCanada can move ahead with reapplication to the U.S. federal government. A TransCanada spokesman said the company is waiting for the "right time" to reapply for a federal permit from the U.S. State Department, which rejected its initial application in January. The reroute will add a 100-mile eastern detour around the Sand Hills to the 1,700-mile pipeline from Alberta to the Texas coast of the Gulf of Mexico. If approved, the $7.6 billion pipeline would send up to 830,000 barrels of crude a day from Canada and the western U.S. to refineries on the Gulf Coast. TransCanada has said the pipeline could begin flowing by 2015, about a year later than it had planned before the rejection of the first application. President Barack Obama has said the U.S. is open to reviewing Keystone XL, if TransCanada reapplied for a permit. A decision wouldn't be made before the U.S. presidential election in November. The rejection of the first Keystone XL application came as the oil pipeline became embroiled in a political battle in Washington. Reacting in part to the protests in Nebrasaka, the Obama administration late last year postponed a decision on the pipeline until early 2013. Republicans then passed legislation forcing the State Department to make a decision on the pipeline by the end of February. The White House, saying that deadline didn't give it enough time to review the project, rejected it.

#### Keystone failure leads to emissions and tanker spills but pipeline spills into aquifers are unlikely.

**McNally**, 11/29/**2011** (Scott – research intern for the White House Council on Environmental Quality, Keystone XL? It’s Not an Environmental Question, Scientific American, p. http://blogs.scientificamerican.com/plugged-in/2011/11/29/guest-post-keystone-xl-its-not-an-environmental-question/)

Canada already produces almost two million barrels of oil per day from oil sands (National Energy Board of Canada – www.neb-one.gc.ca) and they aren’t going to just stop doing it because America says no to this pipeline. If the Keystone XL pipeline is blocked, TransCanada can just build a pipeline to the west coast of British Columbia and use tankers to move the oil to Asia. (By the way, they already have a major pipeline to the west coast – The Kinder Morgan Trans Mountain pipeline, and almost a dozen other major pipelines that come into the United States). You might argue, ‘Environmentalists in Canada will stop that pipeline.’ No they won’t. Pipelines and massive oil sands operations already exist. Keystone XL did not meet significant resistance in Canada, and as long as it is routed correctly, neither will a pipeline to the coast. The oil sands are an incredible source of jobs and revenue for Canada, and they will find a way to route the pipeline that does not meet untenable political resistance. Just like Canada will keep producing, we will keep importing. If we don’t import from Canada, we will import more oil from the Middle East or Africa. The same amount of oil will be produced and consumed globally either way, but in the ‘no Keystone’ case, the oil will just have to travel farther, which could mean more carbon emissions because of transportation. The previously referenced Ensys report also mentions that, “Together, growing Canadian oil sands imports and U.S. demand reduction have the potential to very substantially reduce U.S. dependency on non-Canadian foreign oil, including from the Middle East.” Furthermore, we are lucky to get the oil. Canada already exports to Asia, where the market is actually cheaper to access. That is because to export from Canada to China, the required pipeline will be much shorter than to the U.S. Gulf Coast, and pipelines are very expensive (About $1 million per mile). As it was put in the Ensys Keystone XL Report: “costs for transporting [Canadian oil sands] crudes to major markets in northeast Asia (China, Japan, South Korea, Taiwan) via pipeline and tanker are lower than to transport the same crudes via pipeline to the U.S. Gulf Coast.” There is valid concern over pipelines crossing sensitive areas, including aquifers. The pipeline should be routed so that any potential spill will have the least impact possible, as small spills should be expected to occur occasionally. However, the odds that oil spilled from a pipeline will actually contaminate an aquifer are low, and pipeline spills tend to be much less severe than tanker spills. The bottom line is this: if we don’t build a pipeline over land, the alternative to ship, in tankers, across oceans. The pipeline is the less risky environmental choice. For the record, I believe very strongly that we need to reduce carbon emissions. The quickest, easiest, least expensive, least disruptive way to reduce carbon emissions is to stop using so much energy. Stop driving, turn off your air conditioner. If we are serious about reducing carbon emissions, we have to get serious about using less energy and using it more efficiently. Blocking Keystone XL will not get us any closer to solving the climate problem.

1. **Their authors are from sources from not very well known news sources such as the Indian Country Today or the Tyee news. Our evidence are from the New York Times and the Wall Street Journals, which are very well known nationally and extremely qualified. We also have evidence from the White House itself. Don’t trust their credentials we can’t trust some random newspaper.**

### 2ac A2 Domestic Production Turns

1. **More oil in US means we have more supply, even if it stays inside. Key to oil dependence.**
2. **KXL necessary to transport Mid Western Oil, provides a grid for transport. That’s Parformak et al 12**
3. **Even if KXL is stopped, other transport options inevitable, will attract foreign investments into extraction which solves impact that’s Washington 12**

#### Oil from KXL will be used internationally – the alternative is China.

Jeremy Bowman, 01/25/12, The Motley Fool3 Myths About Keystone XL http://www.dailyfinance.com/2012/01/25/3-myths-about-keystone-xl/

Among other claims, activists have said that the oil brought to the Gulf by Keystone XL would be destined for international markets, but about 10% of our oil imports already come from the Canadian tar sands. Midwestern refineries, which currently process that crude, are likely to run out of capacity by 2015. According to IHS CERA, an independent energy research group, Keystone XL "would foster higher production and greater use of North American oil in the U.S. market." Without access, "Canadian oil sands producers would likely turn to Asia as a new export market, and U.S. Gulf Coast refiners would continue to draw on current suppliers." Those suppliers include Mexico, Venezuela, and the Middle East, and IHS CERA's report notes that some of those suppliers are struggling to maintain production and new ones are needed. The influx of additional oil should help keep crude prices down as the laws of economic logic deem that, all other things being equal, an increase in supply will lower prices.

#### KXL KEY TO SOLVING OIL DEPENDENCE THAT’S HERMAN 12

1. **SOLVES SUPPLY DISRUPTIONS AND OIL SHOCKS THAT’S POURBAIX AND CALANTONE 11 (CARD BELOW)**

**KXL - Solves supply disruptions and oil shocks.**

Alex Pourbaix and Carl Calantone December 2011 The Keystone XL Pipeline and America’s National Interest Alex Pourbaix is President, Energy & Oil Pipelines, TransCanada Corporation and Carl Calantone is VP Strategy, TransCanada Corporation. http://www.wilsoncenter.org/sites/default/files/Geopolitics%20of%20Energy%20-%20November-December%202011.pdf

Energy policy is closely linked to national security, and if managed properly, can also ensure economic prosperity. Since the 1970s, the US government has advocated an energy strategy that reduces reliance on foreign oil. Such statements tend to focus on Middle Eastern, rather than Canadian imports. 21 Crude imports from OPEC countries are not the path to energy security, since they are increasingly linked to supply disruptions, political upheaval, and unstable regimes. In contrast, Canada is a friendly neighbour with shared principles of democracy, free trade, and support of human rights. It is not subject to the political unrest and corruption that afflicts other oil-rich nations. While oil supply disruptions resulting from political turmoil in countries such as Libya have had repercussions throughout the world, Keystone XL provides the US an opportunity to receive oil from a secure, stable, and friendly trading partner. By increasing the supply of Canadian oil, Keystone XL can reduce US dependence on Venezuelan and Middle Eastern oil by up to 40 percent, and diminish Venezuelan leverage over the US refining sector. 22 As stated by US Representative Connie Mack: “Instead of shoring-up important national security and energy resources from a close ally, our nation continues to rely on the likes of Hugo Chavez for approximately 10 percent of our oil and the price we pay is reliant on the actions of unreliable and corrupt dictators such as Libya’s Qaddafi. Furthermore, this oil dependency holds the State Department hostage when they should be calling out the Chavez regime for its vast human rights violations and support of terrorism.” 23 Displacing OPEC crude with Canadian supply is compelling for a number of reasons. Canada’s oil sands are accessible for private sector investment, and many large US energy companies are heavily invested in the oil sands. This contrasts sharply with conditions outside North America as the majority (79 percent) of world oil reserves are owned or controlled by national governments. With oil prices expected to stay high for the foreseeable future, the potential wealth transfer to governments of oil-producing nations that are less stable and less friendly to the US than Canada is staggering.

#### 1AC – Oil sands key to solve shocks – coming now.

David Hobbs, 2010 IHS CERA Chief Energy Strategist, is an expert in energy industry structure and strategies. Mr. Hobbs is a member of the Scientific Advisory Board of the Fondazione Eni Enrico Mattei. Prior to joining IHS CERA Mr. Hobbs had two decades of experience in the international exploration and production business. The Role of Canadian Oil Sands in US Oil Supply Special RepoRt http://www.ihs.com/products/cera/energy-industry/oil-sands-dialogue.aspx

Enhancing US supply security is critical so that oil and other forms of energy are catalysts, not hindrances, to economic growth. History illustrates the affects of oil shocks. From 1950 to 1990 there were six major disruptions in oil supply resulting in oil price increases that reduced the growth of the US economy. In each shock panic and expectations of conflict also drove price increases. More recently the “new oil shock” sent oil prices from $30 in 2003 to $147.27 in 2008. This oil shock was brought on not by a single event, but by a convergence of factors: the narrow balance between oil supply and demand, political tensions in several major exporting countries, increasing development costs for new oil supply, and the growing influence of investors and financial markets on the price of oil. High prices forced oil demand to the breaking point—and demand finally weakened. In the United States and around the globe the financial crisis compounded the oil shock’s effects, resulting in the worst economic downturn in more than 50 years. The oil sands offer the United States the possibility of greater oil supply security. The ultimate pace of oil sands growth and the amount available to the US market will hinge on finding the appropriate balance between protecting the environment and realizing the full economic and energy security potential of the oil sands resource.

### 2AC Other Pipelines Solve

#### Other pipelines are insignificant

1. **ONLY KXL SOLVES FOR JOBS, larger the better more infrastructure to build. Current jobs for other pipelines aren’t enough.**
2. **ONLY KXL can solve oil dependence cause it’s the largest and follows the best and most important route to texas.**
3. **ONLY KXL has the largest capacity for oil**

**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.**

#### 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.

1. **Both teams evidence are super specific to KXL that fact by itself proves that people highly acknowledge KXL**

### 2AC A2 Oil Shocks Turns

1. **OIL SHOCKS COMING, MIDDLE EASTERN COUNTRIES ARE INSTABLE, LINKING TO SUPPLY DISRUPTIONS THAT’S OUR POURBAIX AND CALATONE 11 (CARD BELOW)**

**KXL - Solves supply disruptions and oil shocks.**

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#### Oil sands solve shocks, prevents financial crisis, coming soon.

David Hobbs, 2010 IHS CERA Chief Energy Strategist, is an expert in energy industry structure and strategies. Mr. Hobbs is a member of the Scientific Advisory Board of the Fondazione Eni Enrico Mattei. Prior to joining IHS CERA Mr. Hobbs had two decades of experience in the international exploration and production business. The Role of Canadian Oil Sands in US Oil Supply Special RepoRt http://www.ihs.com/products/cera/energy-industry/oil-sands-dialogue.aspx

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1. **Their author Roger Pielke is an environmental professor he knows nothing about economics and oil. We can’t trust their card credentials.**

### 2AC A2 Squo Solves (China Add-on)

1. **ONLY KXL CAN PROVIDE THE CAPACITY TO FLOW OIL CONTINUOUSLY**
2. **KEY TO OIL DEPENDENCE THAT’S OUR HERMAN 12 EVIDENCE**

#### WITHOUT KXL TRANSCANADA WILL REROUTE TO SEND THEIR OIL TO CHINA

#### Oil from KXL will be used domestically – the alternative is China.

Jeremy Bowman, 01/25/12, The Motley Fool3 Myths About Keystone XL http://www.dailyfinance.com/2012/01/25/3-myths-about-keystone-xl/

Among other claims, activists have said that the oil brought to the Gulf by Keystone XL would be destined for international markets, but about 10% of our oil imports already come from the Canadian tar sands. Midwestern refineries, which currently process that crude, are likely to run out of capacity by 2015. According to IHS CERA, an independent energy research group, Keystone XL "would foster higher production and greater use of North American oil in the U.S. market." Without access, "Canadian oil sands producers would likely turn to Asia as a new export market, and U.S. Gulf Coast refiners would continue to draw on current suppliers." Those suppliers include Mexico, Venezuela, and the Middle East, and IHS CERA's report notes that some of those suppliers are struggling to maintain production and new ones are needed. The influx of additional oil should help keep crude prices down as the laws of economic logic deem that, all other things being equal, an increase in supply will lower prices.

#### Plan solves – oil sands inevitable – worse in china.

Jonathan A. Lesser March 2012 Ph.D. in economics and president of Continental Economics Inc Energy and the environment: Pipeline petulance Natural Gas & Electricity Special Issue: Focus: Global Environmental Approaches Volume 28, Issue 8, pages 27–29, March 2012

The president's decision in January to “defer” (i.e., cancel) the Keystone Pipeline project pending yet more environmental review is perhaps the best known of the administration's politically driven environmental policy decisions. Moreover, one can argue that the environmental and economic “support” behind that decision—reduced greenhouse emissions, protection of groundwater, fewer jobs than can be created by more government regulations, and similar “advantages”—dwarfs the administration's other environmental policy successes. These include “cash-for-clunkers,” which spent almost $3 billion in taxpayer money to turn perfectly good used vehicles into scrap metal; $4,000 subsidies for every electric vehicle sold, not that many have been, as well as hundreds of millions in subsidies to battery companies, for vehicles whose battery packs are a pyromaniac's dream; billions in loan guarantees for renewable energy companies like Solyndra that have been converted into additional debt owed by taxpayers;1 and, well, you get the idea. With some of these other environmental policies, one can at least argue that they have provided environmental and economic benefits. After all, scrapping used cars for lower-polluting new ones not only reduced pollution, but also provided work for the government-owned and operated General Motors. Electric cars, their batteries charged with clean wind and solar energy, such as would have been provided by Solyndra's expensive solar panels, could also be deemed pollution reducers, as well as providing jobs that have only cost taxpayers several million dollars each. With some of these other environmental policies, one can at least argue that they have provided environmental and economic benefits. After all, scrapping used cars for lower-polluting new ones not only reduced pollution, but also provided work. Keystone had been under study for the past three years and was previously found to have no significant environmental impacts by the US State Department.2 But politics being what they are, the president first attempted to delay a final decision on the pipeline until after the November elections and, after being forced by Republicans to make a decision beforehand, determined the project required yet more study. Canada, our northern neighbor, ally, and major trading partner, is not happy. As Steven Harper, the Canadian prime minister, stated after the rejection, “Just because certain people in the United States would like to see Canada be one giant national park for the northern half of North America, I don't think that's part of what our review process is all about.”3 The prime minister was referring to the country's review of the proposed Northern Gateway Pipeline, which will transport bitumen produced from the Alberta tar sands, which US environmentalists bitterly oppose, to the British Columbia coast, where it will be shipped to China for refining. Certain people in the United States would like to see Canada be one giant national park for the northern half of North America. And that is the true environmental irony. The Alberta tar sands will continue to be developed, and the resulting bitumen that is produced will be sold and shipped, regardless of US environmentalists' temper tantrums. If it is shipped to China, greenhouse gas emissions will increase, both because of the additional shipping required and the additional emissions produced by less-energy-efficient Chinese oil refineries. Moreover, the water quality issue is a red herring; TransCanada had already agreed to work with the state of Nebraska to reroute the pipeline away from environmentally sensitive areas in the Sandhills region. If it is shipped to China, greenhouse gas emissions will increase, both because of the additional shipping required and the additional emissions produced by less-energy-efficient Chinese oil refineries. Instead, the United States will have to import that much more oil from friendly countries in the Middle East, despite decades of policy pronouncements by politicians of all stripes proclaiming “energy independence.” And contrary to predictions of reduced dependence on crude oil and a renewable-energy-only economy, the Energy Information Administration predicts that crude oil consumption will still account for one-third of all energy consumption in the United States in the year 2035, while renewable energy will account for all of 11 percent.4 Instead, the United States will have to import that much more oil from friendly countries in the Middle East. Instead of creating “shovel-ready” jobs—TransCanada estimated the pipeline would create 20,000 construction and manufacturing jobs over the two years needed to build it—no jobs. Even if TransCanada's jobs estimate is high, thumbing the presidential nose at thousands of high-paying construction and manufacturing jobs when the US economy remains moribund is a head-scratcher.

#### The alternative is oil tankers to China – six-times more likely to cause a spill.

OWENS 12 Keystone Kops energy policy Mackubin Thomas Owens The Washington Times Wednesday, January 25, 2012 <http://www.washingtontimes.com/news/2012/jan/25/keystone-kops-energy-policy/>

Unsurprisingly, the main resistance to the Keystone XL has come from environmentalists, who claim that the pipeline endangers water resources and the like. However, the State Department, which had jurisdiction since the pipeline crosses an international border, conducted a three-year study addressing risk to soil, wetlands, water resources, vegetation, fish, wildlife and endangered species, concluding that building the pipeline would pose minimal environmental risk. In addition, the area the Keystone XL would traverse is already a web of pipelines. Ironically, not constructing the Keystone pipeline has the potential to increase environmental risk. The Keystone XL route foreclosed, the Canadians will build a pipeline to their Pacific coast and ship crude oil to China by tanker. Tanker spills are more frequent and destructive than pipeline leaks. Indeed, although the long-term trend in spills from all sources is sharply down, the spill rate from shipping oil by tanker is about six times higher than spills from offshore oil rigs or pipelines.

####  China-Canada oil tankers will kill the ocean environment --- including plankton and sea lions

**Byers**, 5/17/**2012** (Michael – professor at the University of British Columbia, and Canada Research Chair in Global Politics and International Law, Canada’s oil-sands bonanza could mean disaster for Alaska’s coastline, The Seattle Times, p. http://seattletimes.nwsource.com/html/opinion/2018232475\_guest18byers.html)

Twenty-three years after the Exxon Valdez spilled more than half a million barrels of oil into Prince William Sound, another threat looms over Alaska's remote and beautiful coastline — in the form of heavy oil exports from Canada to China. Since the Earth is a sphere, the shortest shipping route from Western Canada to China passes through the Aleutian Islands at a narrow strait called Unimak Pass. Two pipeline companies want to dilute tar-like bitumen from the Alberta oil sands with natural gas condensate so that it can be pumped west to the coast of British Columbia. The first plan — a new pipeline called "Northern Gateway" — would carry 525,000 barrels per day to a terminal just south of the Alaska Panhandle, where it would be loaded onto supertankers that would sail westward toward Unimak Pass. The second plan involves tripling the capacity of an existing pipeline to Vancouver so it can carry 850,000 barrels per day, and adding compressor stations so it can handle the diluted but still heavy bitumen. The oil from this "Trans Mountain Pipeline" would also be shipped through Unimak Pass. Unimak Pass is just 10 miles wide. Five thousand ships already use it each year, most of them large container and bulk-cargo vessels. The tidal mixing of cold nutrient-rich waters in and around Unimak Pass supports massive amounts of plankton, the basis of a rich food chain. The area is part of the Alaska Maritime National Wildlife Refuge, which is home to 40 million seabirds. It's also home to a wealth of marine mammals, including endangered Steller sea lions, northern fur seals, sea otters and numerous species of whales. This ecosystem has considerable economical value. The Bering Sea just north of Unimak Pass supports the largest commercial fishery in the United States, worth $1 billion annually. Severe weather and sea conditions are common in Unimak Pass, along with powerful tidal flows. In December 2004, the Selendang Ayu, a 738-foot-long Malaysian cargo ship, had just cleared the pass when it lost power in a storm. The vessel was blown aground and broke apart, spilling 335,000 gallons of fuel oil. Almost none of the oil was recovered due to the remote location, bad weather and the near-complete absence of oil-spill-cleanup equipment and personnel in the Aleutians. Complicating matters, the U.S. State Department has long accepted that Unimak Pass is an "international strait" that foreign vessels can enter without permission or regulatory restriction. As a result, there are no shipping lanes, or notification or pilotage requirements. There are a few steps the federal government could take. It could station a large rescue tug and several oil-spill-cleanup vessels at nearby Dutch Harbor. It could ask the International Maritime Organization to designate Unimak Pass as a "particularly sensitive sea area," which would enable the U.S. to require advance notification of passage and adherence to vessel traffic separation rules. It could seek to persuade shipping companies to voluntarily route oil tankers well south of the Aleutians, though this would increase both distance and cost. In the end, however, none of these steps is likely to prevent hundreds of oil tankers from transiting Unimak Pass each year. For the root of the problem is not the tankers, but Canada's disregard for the environmental impacts of developing and selling its oil sands to China — impacts that include the near-inevitability of another Exxon Valdez-type spill in U.S. waters, this time in Unimak Pass.

#### Plankton losses trigger ecosystem collapse that risks extinction

**Alois and Cheng 7** (Paul and Victoria, The Arlington Institute, “Keystone Species Extinction Overview”, July, <http://www.arlingtoninstitute.org/wbp/species->extinction/443)

The most recent paradigm in ecological sciences posits that environmental change happens in a rapid, non-linear fashion. This paper will examine certain species of organisms that have the potential, once their numbers are low enough, to trigger a **sudden collapse** in the cycles that provide human beings with food. 1. Aquatic Systems 1.1. Plankton Plankton is a blanket term for many species of microorganisms that drift in open water and make up the base of the aquatic food chain. There are two types of plankton, phytoplankton and zooplankton. Phytoplankton make their own food through the process of photosynthesis, while zooplankton feed on phytoplankton. Zooplankton are in turn eaten by larger animals. In this way these tiny organisms sustain all life in the oceans. According to the NASA, phytoplankton populations in the northern oceans have declined by as much as 30% since 1980.[[4]](http://www.arlingtoninstitute.org/wbp/species-extinction/443#_ftn4) While the cause of this decline remains uncertain, there are several theories. [Continues] The preservation of the **fundamental cornerstones** of the ecosystem must become a foremost goal in human advancement, and it is clear that their destruction must be stopped. Plankton supporting abundant sea life are dying, fish that is a staple part of the diet of many people around the world are being fished to extinction, bees pollinating crops are threatened by many factors, and topsoil sustaining agriculture is disappearing. To solve these problems, people must also address bigger problems caused by human activity such as climate change, the destruction of habitats, and the depletion of resources due to careless use. If any of these species examined should be reduced to a low enough level, **consequences for our own survival** would be profound. The loss of these actors is happening rapidly, and it is crucial that this be stopped and reversed as soon as possible.

### 2ac A2 Warming

#### No KXL contribution to climate change – at best .0001 degree.

Chip Knappenberger 3/5/12 Mr. Knappenberger holds an M.S. degree in Environmental Sciences (1990) from the University of Virginia His over 20 years of experience as a climate researcher have included 10 years with the Virginia State Climatology Office and 13 years with New Hope Environmental Services, Inc. The Climate Impact of Keystone XL? About 0.0001°C/yr March 5, 2012 http://www.masterresource.org/2012/03/keystone-xl-climate-0001cyr/#more-19033

Last month, a group of 15 climate scientists (included the now disgraced Peter Gleick) sent a letter to Congress expressing their displeasure over the proposed Keystone XL Pipeline. President Obama has weighed in against approval, but Congress wants a green light to allow construction of the 1,700-mile, $7 billion project. Most recently, Bill Clinton weighed in for the pipeline, indicating just how deep the positives of the project are for the U.S. and world oil market. So why are physical scientists getting political about a market-friendly pipeline to deliver oil from the Athabascan oil sands in Alberta, Canada, to various refinery locations in the Midwestern U.S. and ultimately the Gulf Coast? The letter (reprinted at the end of this post) states that in addition to the local environmental impacts of oil sand mining (see here and here for a first-person account from Reason magazine’s Ron Bailey of the operation), burning such oil “on top of conventional fossil fuels will leave our children and grandchildren a climate system with consequences that are out of their control.” The 15 climate scientists added: When other huge oil fields or coal mines were opened in the past, we knew much less about the damage that the carbon they contained would do to the earth’s climate and its oceans. Now that we do know, it’s imperative that we move quickly to alternate forms of energy—and that we leave the tar sands in the ground. What Is the Climate Impact of the Keystone XL Pipeline? As a climate scientist myself, I can profess to knowing the same thing that the 15 signatories know about what the impact that carbon contained in fossil fuel reserves will have on the climate. And I can (as can they) calculate how much of an effect the Keystone XL pipeline will probably have on global temperatures. For some reason (hmm?) the 15 climate scientists chose not to include that information in their letter to Congress. But here it is: The rise in global temperatures resulting from extracting and burning the oil delivered by Keystone XL at full capacity is about 0.0001°C/yr. Keystone XL by the Numbers The Keystone XL Pipeline was to deliver about 800,000 barrels of crude oil a day to U.S. refineries. Various estimates have been made of the total carbon dioxide associated with producing and burning a Keystone XL-delivered barrel of oil (or the products derived therefrom, such as gasoline) for energy, and they generally arrive at a number somewhere around 0.62 tons of CO2 per barrel (see here for a derivation of that number). Multiplying the amount of CO2 per barrel with a production of 800,000 barrels a day, 365 days a year, gets you an annual total CO2 emitted to the atmosphere from oil delivered by the Keystone XL Pipeline of 181 million metric tons. How much “global warming” does that get you? In a previous Master Resource article, I calculated, based on observations of CO2 emissions and temperature changes during the past 50 years, that it takes about 1,767,250 million metric tons of CO2 emissions to raise the global temperature 1°C. In fact, I think I suggested that everyone should jot this number down and pin it to a convenient place for ready reference next time someone was throwing around CO2 emissions reductions expected to result from some regulation. In this case, instead of using it to calculate the “savings” in global temperature rise from some perspective emissions control regulation, we can use it to calculate how much additional global warming that the oil flowing through the Keystone XL pipeline will produce when burned. To do so, we take 181 mmtCO2/yr and divide it by 1,767,250 mmtCO2/°C. And we get 0.0001°C/yr, that is, one ten thousandths of a degree Celsius of temperature rise from the Canadian tar sands oil delivered by the Keystone XL pipeline each year. Obviously, the climate scientists who wrote to Congress must have other concerns than the inconsequential and undetectable global climate change that would directly result from the Keystone XL-delivered oil. The Camel’s Nose When it comes to global climate impacts, the Keystone XL pipeline itself has virtually none.

#### Keystone failure results in more carbon emissions and worse oil spills.

**McNally**, 11/29/**2011** (Scott – research intern for the White House Council on Environmental Quality, Keystone XL? It’s Not an Environmental Question, Scientific American, p. http://blogs.scientificamerican.com/plugged-in/2011/11/29/guest-post-keystone-xl-its-not-an-environmental-question/)

Canada already produces almost two million barrels of oil per day from oil sands (National Energy Board of Canada – www.neb-one.gc.ca) and they aren’t going to just stop doing it because America says no to this pipeline. If the Keystone XL pipeline is blocked, TransCanada can just build a pipeline to the west coast of British Columbia and use tankers to move the oil to Asia. (By the way, they already have a major pipeline to the west coast – The Kinder Morgan Trans Mountain pipeline, and almost a dozen other major pipelines that come into the United States). You might argue, ‘Environmentalists in Canada will stop that pipeline.’ No they won’t. Pipelines and massive oil sands operations already exist. Keystone XL did not meet significant resistance in Canada, and as long as it is routed correctly, neither will a pipeline to the coast. The oil sands are an incredible source of jobs and revenue for Canada, and they will find a way to route the pipeline that does not meet untenable political resistance. Just like Canada will keep producing, we will keep importing. If we don’t import from Canada, we will import more oil from the Middle East or Africa. The same amount of oil will be produced and consumed globally either way, but in the ‘no Keystone’ case, the oil will just have to travel farther, which could mean more carbon emissions because of transportation. The previously referenced Ensys report also mentions that, “Together, growing Canadian oil sands imports and U.S. demand reduction have the potential to very substantially reduce U.S. dependency on non-Canadian foreign oil, including from the Middle East.” Furthermore, we are lucky to get the oil. Canada already exports to Asia, where the market is actually cheaper to access. That is because to export from Canada to China, the required pipeline will be much shorter than to the U.S. Gulf Coast, and pipelines are very expensive (About $1 million per mile). As it was put in the Ensys Keystone XL Report: “costs for transporting [Canadian oil sands] crudes to major markets in northeast Asia (China, Japan, South Korea, Taiwan) via pipeline and tanker are lower than to transport the same crudes via pipeline to the U.S. Gulf Coast.” There is valid concern over pipelines crossing sensitive areas, including aquifers. The pipeline should be routed so that any potential spill will have the least impact possible, as small spills should be expected to occur occasionally. However, the odds that oil spilled from a pipeline will actually contaminate an aquifer are low, and pipeline spills tend to be much less severe than tanker spills. The bottom line is this: if we don’t build a pipeline over land, the alternative to ship, in tankers, across oceans. The pipeline is the less risky environmental choice. For the record, I believe very strongly that we need to reduce carbon emissions. The quickest, easiest, least expensive, least disruptive way to reduce carbon emissions is to stop using so much energy. Stop driving, turn off your air conditioner. If we are serious about reducing carbon emissions, we have to get serious about using less energy and using it more efficiently. Blocking Keystone XL will not get us any closer to solving the climate problem.

#### 1AC – Oil use inevitable, alternatives cause more emissions

Derik Andreoli, Ph.D. 2/1/12 is the Senior Analyst at Mercator International, LLC. What will the Keystone XL decision mean to your transportation budget? http://www.logisticsmgmt.com/article/andreoli\_on\_oil\_fuel\_what\_will\_the\_keystone\_xl\_decision\_mean\_to\_your\_transp/

Of course, both the TransCanada-funded study and the Cornell study are politically motivated, but even more importantly, political motives underlie how the media frames the findings. As Mark Twain put it: “If you don’t read the newspaper you are uninformed. If you do read the newspaper you are misinformed.” There are three reasons why the cancellation of the KXL will not likely have any impact on global greenhouse emissions. First, there is more than one way to skin a cat, and more than one way to get syncrude out of Athabasca. Another pipeline company, Enbridge, is currently seeking approval to construct a pipeline connecting Bruderheim (a town just east of Edmonton, Alberta) to Kitimat, British Columbia, where syncrude can be loaded into oil tankers and shipped to Asia. Alternatively, syncrude could be loaded onto rail tank cars—in fact, this is starting to occur. With a capacity of 600 barrels each, it would take roughly 10 unit trains to equal the volume that the KXL is designed to transport (just over 800,000 barrels per day). While this is a lot of rail cars, a bit of envelope math suggests that 80 to 100 unit trains of far less valuable coal leave Wyoming every day. Though trains are a more costly option, they offer a distinct advantage in that they can go to tight markets where the same barrel of oil will sell for a premium, which may be greater than the transport cost differential. But even in the unlikely event that Canadian syncrude does become stranded, Canadian syncrude may simply be substituted by heavy oil sourced from Venezuelan tar sands. Currently the expansion plans for heavy oil production from the Orinoco Belt (a tar sands deposit similar in composition and size to Canada’s tar sands) far outpace Canda’s expansion plans. The bottom line is that U.S. refineries will either operate at capacity or shut down. If the KXL is constructed, Canadian syncrude will supply them. If the KXL is not constructed, one or more refineries will either be shuttered, thereby causing fuel prices to increase, or these U.S. refineries will be forced to purchase oil on the open market, which means that the U.S. may source dirty heavy oil from Venezuela.

### 2ac A2 Quebec won’t secede

#### KXL CRITICAL TO CANADIAN ECON THAT’S GREEEN 12 (CARD BELOW)

#### KXL is critical to the Canadian economy.

Green 5/19/12 Kenneth P. Green has studied energy and energy-related environmental policy for nearly 20 years. An environmental scientist and policy analyst by training, he is a resident scholar at the AEI James Hansen’s War Against Canada http://www.masterresource.org/2012/05/james-hansen-war-canada/

But as Bruce Carson, Executive Director of the Canada School of Energy and the Environment points out in the journal Policy Options, that would be unbearably painful for Canada: The energy sector represents the largest single private investor of capital in Canada and continues to attract the single largest slice of foreign direct investment, and these investments are spread across the country. The energy sector is a major economic driver for Canada, accounting for 6.8 percent of Canada’s GDP in 2008 and directly employing 276,000 persons, or about 1.9 percent of total direct employment in Canada. In 2007, oil exports alone generated nearly $70 billion for the Canadian economy. The Canadian Energy Research Institute (CERI) estimates that the oil sands industry alone will add 3 percent to Canada’s GDP by 2020 and will create, during the period to 2020, 5.4 million person years of employment, 44 percent of which will be outside Alberta. Currently the oil sands industry contributes toward 112,000 jobs across Canada and, according to CERI, over the next 25 years it is expected to contribute over 11 million person years of employment to Canada and $1.7 trillion to the Canadian economy. It would feel pretty bad on our end too: Trade between the United States and Canada is huge and growing. Total trade between the two countries was worth $676 billion in 2008 — more than one million dollars a minute. Canada is the biggest export market for U.S. products. Moreover, Canada ranked Number 1 in 35 states as the leading export market for goods in 2008, and Number 2 in 11 others. Trade creates jobs in the U.S. More than 8 million U.S. jobs depend on trade with Canada. That’s 4.4% of total U.S. employment — 1 in 23 American jobs depends on free and open trade with Canada. And the anti-Canada crusade is particularly shocking when you consider that Canada and the U.S. are a common market when it comes to energy: Canadians and Americans share the closest energy relationship in the world. Energy infrastructure—including oil and gas pipeline networks and electricity grids—is tightly integrated. Canada is the United States’ largest and most secure supplier of oil, natural gas, electricity and uranium.

#### CANDIAN ECONOMIC DECLINE CAUSES QUEBEC SECESSION THAT’S NUECHTERLEIN 99 (CARD BELOW)

#### Canadian economic decline causes Quebec secession

**Nuechterlein 99** (Donald E., Rockefeller Research Scholar – University of California, Berkeley, “Canada Debates a Variety of Domestic Issues”, http://donaldnuechterlein.com/1999/canada.html)

Current opinion polls in Quebec show that pro-independence forces are somewhat below the 50 percent margin that would trigger formal negotiations with the rest of Canada on the terms of separation. The current premier, Lucien Bouchard, is a crafty nationalist who will not put the question to another referendum unless he is convinced it will obtain a majority vote. My guess is that if Bouchard has doubts about reaching at least 50 percent in favor of independence, he will first call a provincial election and hope to increase the majority of his Parti Quebecois. That would give him more confidence about winning a referendum. An important factor influencing many Quebeckers will be their degree of satisfaction with the Canadian economy. At present, prosperity reigns in most parts of the country and many Quebec voters may worry that their province will suffer economically if it separates.

# T

### 2ac: T-in

**1. We meet- a.) The plan would be throughout the Midwest of the US**

**b.) The plan is energy transportation throughout the US**

2. Counter Interpretation- In means within – this is the core meaning

**Encarta ‘9** (Encarta® World English Dictionary [North American Edition] © & (P)2009, http://encarta.msn.com/encnet/features/dictionary/DictionaryResults.aspx?refid=1861620513)

In [ in ] CORE MEANING: a grammatical word indicating that something or somebody is within or inside something
 (prep)  The dinner's in the oven.
 (adv) I stopped by, but you weren't in.

Definition:   1. preposition indicates place: indicates that something happens or is situated somewhere
He spent a whole year in Russia.

**3. Reasons to prefer-**

**a.) Fairness- they over-limit us by arguing that we must have a system that runs through EVERY state- this leaves us structurally behind – excludes any aff about Alaska or Hawaii**

**b.) Ground- their interpretation would give them access to link ev on every state as well as the federal government- this causes a proliferation of PICs which are bad for debate and there are only a limited amount of possible affs that could be T**

**c.) Predictability - if we were limited to transportation that ran throughout then we would be forced to run a select few affs that would be extremely predictable- that leaves debate stale and moots education**

**4. Not a voter-**

**a.) Literature and Clash check abuse- if they were prepared then we are T**

**b.) Defer to reasonability- it prevents arbitrary judging and one- sided debate**

## 2AC – A2 Transportation Infra isn’t pipeline

#### 1. We meet – pipelines move goods – from a place to another place.

#### 2. Counter- Interpretation 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)

#### 3. Reasons to prefer our interpretation –

#### A. Underlimits – their interpretation would exclude all freight in pipelines – that’s 20% of all goods shipped in the US.

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).

#### B. Precision – Their evidence is from the US chamber of commerce which is a private club. Our evidence is from the Department of Transportation – this is more predictable because the DOT controls transportation policy. Their exclusion of pipelines is arbitrary.

#### C. Topic Education – their interpretation excludes massive chunks of the transportation system – we should learn about the infrastructure system in its entirety.

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.

#### Reasonability –

#### You shouldn’t vote for the most limiting interpretation – our interp is good enough and provides the neg fair ground.

#### Don’t believe their jive about exports or exclusive definitions - transportation experts aren’t aware of pipelines – but they should be.

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.

### 2ac: T-transportation

**1. We Meet- the keystone route *IS* a roadway**

**2. Counter Interpretation- Pipelines are transportation**

**DOT ‘12** (United States Department of Transportation, Pipelines and Hazardous Material Safety Administration http://phmsa.dot.gov/public/definitions)

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| America depends on pipelines to safely move and receive vast quantities of critical energy supplies. In PHMSA regulatory terms a pipeline includes all parts of a physical facility through which gas, hazardous liquid or carbon dioxide moves in transportation. The make up of a pipeline includes but is not limited to: line pipe, valves and other appurtenances that are attached to the pipe; pumping and/or compressor units and associated fabricated units; metering, regulating, and delivery stations; holders and fabricated assemblies; and breakout tanks. |

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**3. Reasons to Prefer-**

**a.) Ground- by leaving out transportation of energy they exclude Oil DAs and CPs which are the core of the resolution**

**b.) Topic Education- we should learn about energy transportation and what affects it has on the US**

**And, pipelines are a pre-requisite to every other type of transportation- there is no resolution without them**

**DOT ‘12** (United States Department of Transportation, Pipelines and Hazardous Material Safety Administration http://phmsa.dot.gov/public/definitions)

Over 97 percent of the nation’s transportation energy needs are met by petroleum products, and 64 percent of these products are moved through America’s pipeline network

**c.) Fairness- under their interpretation trucks could still transport the oil and not be considered part of the energy sector, but building a pipeline that’s been proposed in congress since last year would be going WAY TOO FAR**

**4. Not a voter-**

**a.) Literature and Clash check abuse- if they were prepared then we are T**

**b.) Defer to reasonability- it prevents arbitrary judging and one- sided debate- we invest in infrastructure for the purpose of transportation- good is good enough**

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| **Ext.**Transportation infrastructure includes pipelines**S.C.A.G. ‘12** (Southern California Association of Governments Transportation Security Index, April, <http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_TransportationSecurity.pdf>)Critical Transportation Infrastructure (CTI) consists of transportation facilities whose removal from service would severely impact the public safety, national security, economic activity, or environmental quality. Examples of Critical Transportation Infrastructure include:1. Major arterial highways and bridges comprising the National Highway System (NHS), including Strategic Highway Network (STRAHNET) and National Intermodal Connectors.2. International marine harbors, ports, airports and border crossings.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 control center).Pipelines are a core part of the transportation debate.Reuters 05/15 Keystone XL Pipeline Eyed To Ease Truck Gridlock On North Dakota Roads LexisMany 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.CFS – pipelines transportation.Andy Maslowski 11 Petroleum Geology Consultant SUNY at Buffalo B.A. Geol Crude Oil Truck Transport July/August 2011 http://wellservicingmagazine.com/crude-oil-truck-transportGetting 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. |

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**2ac: T-its**

**1. We meet- US investment is inevitable if it runs through our lands- the sqo proves**

**2. Counter Interpretation- It’s is possessive**

**Encarta ‘9** (Encarta World English Dictionary, http://encarta.msn.com/encnet/features/dictionary/DictionaryResults.aspx?refid=1861622735)

Its [ its ] adjective  Definition:   indicating possession: used to indicate that something belongs or relates to something
The park changed its policy.

**3. Reasons to prefer-**

**a.) Ground- we give them links to DAs and CPs against other investment actors- And, they still link to the USfg**

**b.) Limits- our advantages don’t stem off of other actor’s investment- only America’s**

**c.) Topic Education- we increase education on transportation in the United States AND alternate sectors**

**4. Not a voter-**

**a.) Literature and Clash check abuse- if they were prepared then we are T**

**b.) Defer to reasonability- it prevents arbitrary judging and one- sided debate**

# CPs

### 2AC States CP

#### 1. 50 State Fiat is a voter—

#### a. There’s no lit base on all 50 states acting at once.

#### b. Not real world—50 states have never acted in unison one time.

#### c. Decision Making—devolving debate to what someone else should do ignores what we can do—makes us bad decision makers.

#### 2. Perm do both – the state action shield the link to the net benefit and has double solvency.

#### 3. Perm do the plan then the Counterplan - Federal investment in infrastructure is key to jump starting projects to ensure further development

**AGC 11** [Associated General Contractors of America, The Case for Infrastructure and Reform: *Why and How the Federal Government Should Continue to Fund Vital Infrastructure in the New Age of Public Austerit*, Published July 13th, 2011 http://www.agc.org/galleries/news/Case-for-Infrastructure-Reform.pdf]

Our federal investments in locks and other navigation facilities along waterways have allowed farmers, miners and manufacturers to efficiently ship billions of dollars worth of produce and products along our rivers. They have made our ports viable and allowed exporters access to global markets. Meanwhile, our investments in flood and erosion control have protected vital farmlands, saved lives and kept communities dry. These flood control investments also represent a significant value for the taxpayer. For every dollar invested in flood control by the federal government, taxpayers save $6. That is because those flood control investments lower repair and reconstruction costs, mitigate the cost of the federal government’s flood insurance program and protect vital economic interests along many of our rivers. Federal support for drinking and wastewater systems has kept our cities and towns safe, our waterways clean and our communities healthy. Once again, these investments deliver a tremendous return for taxpayers by lowering healthcare costs, reducing the cost of cleaning up polluted waterways and contributing to increased economic vitality. And our investments in hydroelectric dams and rural irrigation projects have opened up millions of acres of once arid land to development, lowered the cost of power and helped provide water to millions of residents in vibrant communities like Las Vegas, Phoenix and Southern California. Indeed, it is hard to imagine where our country would be today without a long legacy of vital federal infrastructure investments. We would not be as economically competitive, as prosperous, or as safe if it weren’t for federal investments in the nation’s infrastructure. And while some of the infrastructure we take for granted today would have been built even without federal infrastructure investments, there is little doubt that much of it would not exist today except for the federal government. Anyone who questions that premise never had to take a cross-country road trip before the Interstate Highway System was completed.

#### 4. Turn- CP inevitably causes delay

**Vann et al. ‘12** (Congressional Research Service members at the University of Cornell “Proposed Keystone XL Pipeline: Legal Issues” 1/23/12)

One could argue further that a court would need to consider how changed regulations might affect the burden on commerce. Thus, to the extent that the Keystone XL Pipeline planning process had accounted for certain regulatory hurdles, the state action might not significantly add to those regulatory burdens. However, new regulations could mean additional processing. To the extent that a court found that delays, even if costly, were a necessary component of the state effectuating legitimate state interests in public health and safety, then a court would be likely to find that the state’s action was not an unconstitutional burden on interstate commerce.

#### 5. Counterplan kills keystone, extend the Harmon in 6/23 evidence that says any delay to Keystone means it won’t happen.

#### 6. States just can’t do it.

Parfomak, et al 5/9/12 (Paul W. Parfomak Specialist in Energy and Infrastructure Policy Neelesh Nerurkar Specialist in Energy Policy Linda Luther Analyst in Environmental Policy Adam Vann Legislative Attorney (2012). Proposed Keystone XL pipeline: Key issues. Washington, DC: Congressional Research Service.http://digitalcommons.ilr.cornell.edu/cgi/viewcontent.cgi?article=1927&context=key\_workplace)

Ordinarily, federal agencies have no authority to site oil pipelines, even interstate pipelines. 22 The primary siting authority for oil pipelines generally would be established under applicable state law (which may vary considerably from state to state). However, the construction, connection, operation, and maintenance of a pipeline that connects the United States with a foreign country requires executive permission conveyed through a Presidential Permit. Since the Keystone and proposed Keystone XL pipelines are designed for the importation of oil from Canada, their facilities require a Presidential Permit.

#### 7. Turn- CP ignores government regulation for environmental concerns and greatly increases emissions.

**NCSL 10** [NATIONAL STATE COUNCIL OF LEGISLATORS, PUBLIC-PRIVATE PARTNERSHIP FOR TRANSPORTATION: A TOOLKIT FOR LEGISLATORS. PUBLISHED October 2012 http://www.ncsl.org/documents/transportation/PPPTOOLKIT.pdf]

Concerns have been raised that PPPs may not sufficiently safeguard the environment. Some say, for example, that PPPs may allow private entities to choose less costly and less environmentally friendly construction and maintenance methods; encourage higher traffic rates—yielding higher emissions—to maximize revenues; or use private financing to avoid the National Environmental Policy Act (NEPA) requirements for federally funded projects. To address this, PPP contracts may include enforceable environmental performance standards; environmental studies and mitigation also have been integrated into PPP processes.74

#### 8. Turn- P3s cause state bankruptcy

**NCSL 10** [NATIONAL STATE COUNCIL OF LEGISLATORS, PUBLIC-PRIVATE PARTNERSHIP FOR TRANSPORTATION: A TOOLKIT FOR LEGISLATORS. PUBLISHED October 2012 http://www.ncsl.org/documents/transportation/PPPTOOLKIT.pdf]

Some stakeholders express concern about how default by a private partner could affect the public sector, especially for long-term lease agreements. Recent examples of PPP bankruptcies in the United States include the Las Vegas Monorail, South Carolina’s Southern Connector and California’s South Bay Expressway (see Appendix G). Of special concern are agreements in which the public sector is at particular financial risk in case of bankruptcy—for example, if it has guaranteed the private partner’s loans65 or is otherwise owed money at the time of default.66 These issues generally are addressed through PPP contract provisions that transfer financial risk and define what happens to the asset should the private entity be unable to pay its debts or declare bankruptcy. In some cases, the facility reverts to the state, which can either take it over or re-lease it with another private operator. This may create additional, unexpected costs for the public sector, however. In other situations—such as the Chicago Skyway—the lenders first have an opportunity to remedy the default and either operate the facility or appoint a successor to do so.67 If a private concessionaire should need to sell, get out of, or modify a contract during the lease term, final approval generally rests with the state.68

#### That collapses the US economy

**Lav and McNichol 9** [Iris J. Lav and Elizabeth McNihol “State Budget Troubles Worsen”, May 18th 2009,

<http://www.cbpp.org/cms/?fa=view&id=711>]

The vast majority of states cannot run a deficit or borrow to cover their operating expenditures. As a result, states have three primary actions they can take during a fiscal crisis: they can draw down available reserves, they can cut expenditures, or they can raise taxes. States already have begun drawing down reserves; the remaining reserves are not sufficient to allow states to weather a significant downturn or recession. The other alternatives — spending cuts and tax increases — can further slow a state’s economy during a downturn and contribute to the further slowing of the national economy, as well.

#### Exts.

#### Public Private Partnerships hurt state revenue.

**NCSL 10** [NATIONAL STATE COUNCIL OF LEGISLATORS, PUBLIC-PRIVATE PARTNERSHIP FOR TRANSPORTATION: A TOOLKIT FOR LEGISLATORS. PUBLISHED October 2012 http://www.ncsl.org/documents/transportation/PPPTOOLKIT.pdf]

PPPs—particularly brownfield concessions involving tolls—have been criticized for trading potentially more valuable future toll revenue for up-front payments, essentially shortchanging the public sector over time.63 The higher cost of non-tax-exempt private financing and the need to provide a return on investment also may result in higher overall financing costs for the private sector. These costs then must be repaid through lower up-front payments to the public sector and/or higher tolls.64 On the other hand, it is argued, in this kind of PPP the private sector also assumes the risk of potentially lower-than-expected toll revenues, while the public sector may benefit from the potential indirect effects of asset monetization (see *Monetization of Existing Assets* on page 9). Concerns about lost revenue have been addressed partly through careful asset valuation (see also Principle 8) and revenue-sharing agreements, in which the public sector receives a portion of ongoing revenues from the facility (see *Glossary*).

#### No Solvency- Federal Restrictions make Public Private Partnerships inefficient and ineffective. The issue must be handled at the federal level.

**AGC 11** [Associated General Contractors of America, The Case for Infrastructure and Reform: *Why and How the Federal Government Should Continue to Fund Vital Infrastructure in the New Age of Public Austerit*, Published July 13th, 2011 http://www.agc.org/galleries/news/Case-for-Infrastructure-Reform.pdf]

Making matters worse, federal law actually prohibits the installation of high speed electronic tolling facilities on the vast majority of state owned and operated interstate highways. The consequence of this is states that have enacted workable public private partnership laws have limited options available for them to attract private capital. As a result, many domestic and international institutional investors that would love to invest in U.S. infrastructure have instead been left with no option but to invest billions in foreign infrastructure projects. The federal government also provides states with very limited options for crafting innovative approaches to finance complex, multi-year projects. One of the most effective alternative financing options, Transportation Infrastructure Finance Innovation Act (TIFIA) loans, which provide low interest loans to cover up to one-third of the cost of a project, is so under-funded it can only finance a fraction of the qualified projects seeking funding.

### More States

#### Perm do the plan and the counterplan. There is no reason why the plan and the cp are mutually exclusive. In fact, P3s are impossible without federal government funding.

**Federal investment in infrastructure is key to jump starting projects to ensure further development**

**AGC 11** [Associated General Contractors of America, The Case for Infrastructure and Reform: *Why and How the Federal Government Should Continue to Fund Vital Infrastructure in the New Age of Public Austerit*, Published July 13th, 2011 http://www.agc.org/galleries/news/Case-for-Infrastructure-Reform.pdf]

Our federal investments in locks and other navigation facilities along waterways have allowed farmers, miners and manufacturers to efficiently ship billions of dollars worth of produce and products along our rivers. They have made our ports viable and allowed exporters access to global markets. Meanwhile, our investments in flood and erosion control have protected vital farmlands, saved lives and kept communities dry. These flood control investments also represent a significant value for the taxpayer. For every dollar invested in flood control by the federal government, taxpayers save $6. That is because those flood control investments lower repair and reconstruction costs, mitigate the cost of the federal government’s flood insurance program and protect vital economic interests along many of our rivers. Federal support for drinking and wastewater systems has kept our cities and towns safe, our waterways clean and our communities healthy. Once again, these investments deliver a tremendous return for taxpayers by lowering healthcare costs, reducing the cost of cleaning up polluted waterways and contributing to increased economic vitality. And our investments in hydroelectric dams and rural irrigation projects have opened up millions of acres of once arid land to development, lowered the cost of power and helped provide water to millions of residents in vibrant communities like Las Vegas, Phoenix and Southern California. Indeed, it is hard to imagine where our country would be today without a long legacy of vital federal infrastructure investments. We would not be as economically competitive, as prosperous, or as safe if it weren’t for federal investments in the nation’s infrastructure. And while some of the infrastructure we take for granted today would have been built even without federal infrastructure investments, there is little doubt that much of it would not exist today except for the federal government. Anyone who questions that premise never had to take a cross-country road trip before the Interstate Highway System was completed.

Impacts

**Public Private Partnerships are political suicide and create public controversy. Backlash would have political ramifications.**

**NCSL 10** [NATIONAL STATE COUNCIL OF LEGISLATORS, PUBLIC-PRIVATE PARTNERSHIP FOR TRANSPORTATION: A TOOLKIT FOR LEGISLATORS. PUBLISHED October 2012 http://www.ncsl.org/documents/transportation/PPPTOOLKIT.pdf]

In the United States, **public decision makers may view supporting private sector involvement in public service delivery as politically risky, or even career-threatening**.157 A process of outreach and education during the policymaking stage allows legislators to communicate their goals for the PPP process, explain potential benefits and trade-offs, and address constituent concerns and misconceptions.158 For example, two main political concerns about PPPs—the transfer of a public asset to private control and possible toll increases based on profit motives rather than public policy objectives—relate primarily to long-term brownfield concessions but not necessarily to other PPP models.159 This distinction may need to be made for

**A. Public Private Partnerships hurt state revenue.**

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**B. States economic crash brings down the US economy**

**Lav and McNichol 09** [Iris J. Lav and Elizabeth McNihol “State Budget Troubles Worsen”, May 18th 2009,

<http://www.cbpp.org/cms/?fa=view&id=711>]

The vast majority of states cannot run a deficit or borrow to cover their operating expenditures. As a result, states have three primary actions they can take during a fiscal crisis: they can draw down available reserves, they can cut expenditures, or they can raise taxes. States already have begun drawing down reserves; the remaining reserves are not sufficient to allow states to weather a significant downturn or recession. The other alternatives — spending cuts and tax increases — can further slow a state’s economy during a downturn and contribute to the further slowing of the national economy, as well.

# DAs

### A2: Fiscal Discipline

#### Our whole economy advantage turns this Disad. As soon as the plan is enacted, thousands of jobs are created

#### Extend our Christie Jr. evidence; any spending on the pipeline will boost the economy because it will ensure economic security and sustainable resources, we will be independent of oil from other countries especially in the Middle East, and thousands of jobs will be created.

#### Extend our Huffington Post and Spano 12 evidence from the jobs scenario. As jobs are created, businesses grow, creating more jobs, bringing communities together, and increasing GDP which turns the disad

#### 4. We are 15 TRILLION dollars in debt. On top of that, we just passed a huge transportation bill which should have triggered the DA. The plan is a drop in the bucket. A couple billion dollars will not collapse the economy or else their impacts should have already happened.

#### 5. Economy slowing—consumer confidence and manufacturing reports

Reuters 6/15/**2012**

(<http://www.nytimes.com/2012/06/16/business/economy/dip-in-manufacturing-could-suggest-stalled-economy.html?ref=economy> accessed tm)

Factory output contracted in May for the second time in three months, the Federal Reserve said on Friday, and families took a dimmer view of their economic prospects in early June, signs that the economy’s recovery is on shaky ground. The new data was the latest in a series of reports portraying a weak economy that have led analysts to cut growth forecasts while raising expectations that the Federal Reserve will offer new stimulus measures. Until recently, manufacturing had been a buttress for the nation’s economy, helping it resist headwinds from Europe’s snowballing [debt crisis](http://topics.nytimes.com/top/reference/timestopics/subjects/e/european_sovereign_debt_crisis/index.html?inline=nyt-classifier). But in May, factory output shrank 0.4 percent, with plants producing fewer cars and less machinery, Federal Reserve data showed. “It’s more convincing evidence that the economy is stuck in low gear,” said Joe Manimbo, a market analyst at Travelex Global Business Payments. Other reports pointed to cooling factory activity in New York State this month, along with a drop in household confidence in the economy. The fall in confidence poses a serious threat to President Obama’s chances of winning re-election in November. It could also lead consumers to cut back on spending, which would reduce economic growth. “Consumers are scared,” said Sharon Stark, managing director at Sterne Agee in Birmingham, Ala. Consumer sentiment fell in early June to a six-month low. A gauge of household confidence in the economy’s future also dropped to its lowest since December.

#### 6. Jobs key to solving economic recovery

NY Daily News June 9 2012

([http://india.nydailynews.com/business/8509691a813d4afa865a82d96a0239e1/european-situation-threat-to-us-economic-recovery-obama accessed 6/13/2012](http://india.nydailynews.com/business/8509691a813d4afa865a82d96a0239e1/european-situation-threat-to-us-economic-recovery-obama%20accessed%206/13/2012) tm)

The simmering eurozone debt crisis posed a big threat to the US economic recovery, with the region facing the risk of a renewed recession, US President Barack Obama said Friday. Speaking during a press conference, Obama said the European leaders should take further action to strengthen the weak banking sector and soothe market jitters, Xinhua reported. US lawmakers should pass the full American Jobs Act presented by the administration to Congress last September to spur job creation in the US and guard against economic slowdown risks in other parts of the world, he said. The conference came following a weak job report and a string of other economic data showing US economic growth was slowing and the impacts of the escalating eurozone debt crisis had reached US shores, putting pressure on US policy markers to take action. Obama reiterated his confidence in European leaders' capacity to contain the two-year-old crisis, saying that "the decisions required are tough but Europe has the capacity to make them". The US president stressed the importance of fiscal stimulus measures to shore up anemic economic growth on both sides of the Atlantic Ocean, noting that the short-term challenges for the US were to speed up job creation and economic recovery. Over the longer term, even as European countries with large debt burdens carry out necessary fiscal reforms, they still need to promote economic growth and job creation, he noted. "As some countries have discovered, it's a lot harder to rein in deficits and debts if your economy isn't growing," Obama added.

### A2: Backstopping

#### Impact should have been triggered. We have been developing renewables such as wind power and geothermal energy for years.

#### 1. This is old news – North American production is largest outside of OPEC and growing, they can hold off OPEC backlash in the future

Habiby, Margot, 6/16/2011, “IEA Says North American Oil Output Growth Strongest Outside OPEC”

**North America will become the fastest growing oil-producing region outside OPEC during the next five years, with output estimated to jump 11 percent, according to the International Energy Agency. The region is likely to see output climb 1.5 million barrels a day to 15.6 million by 2016 mostly because of increased output from Canadian oil sands and U.S. onshore shale formations, the Paris-based adviser to oil-consuming nations said today** in its Medium-Term Oil and Gas Markets report. Exxon Mobil Corp. (XOM)’s Canadian unit is investing C$10 billion ($10.2 billion) on the Kearl oil sands project in Canada, and companies including EOG Resources Inc. (EOG), Chesapeake Energy Corp. (CHK) and SandRidge Energy Inc. (SD) have committed about $1 billion each in the past two years to produce oil from U.S. geological formations such as the Bakken Shale in North Dakota. “North America is now seen as the strongest-growing non- OPEC region,” the report said, citing “upward revisions to U.S. onshore crude from tight oil formations” and higher projections from Canadian natural gas liquids and oil sands. **Total production from Canada was forecast to rise by 1.3 million barrels a day to 4.7 million. In the IEA’s last medium-term outlook in December, the largest downward revision to production outside the Organization of Petroleum Exporting Countries came from the Canadian oil sands**. The Dec. 10 report cut almost 400,000 barrels a day from previously forecast output saying “a degree of slippage is evident.” Today’s report says projections “are seen higher.” U.S. Production **The IEA also said U.S. production is forecast to grow a “healthy” 500,000 barrels a day to 8.3 million barrels a day by 2016**. U.S. production of “light tight” oil, also known as shale oil, is likely to grow by 1 million barrels a day to 1.36 million by 2016 from estimated output of 370,000 barrels a day in 2010, the report said. U.S. shale formations such as the Bakken, Eagle Ford in Texas and Marcellus in Pennsylvania require a mix of horizontal drilling and hydraulic fracturing to produce oil and natural gas from dense rock formations. Rising output from shale formations may trim U.S. imports of low-sulfur crude oil by 500,000 barrels a day within five years as new pipelines carry the oil to refineries along the Gulf of Mexico, according to a study released yesterday by analysts at Purvin & Gertz Inc. Shale production should rise to about 900,000 barrels a day by 2015 and to more than 1.3 million barrels a day by 2020, displacing imports, Geoff Houlton, a vice president at the Houston-based energy company, said yesterday in an interview. **The IEA also said Mexican production would be slightly higher than previously forecast, though it’s still estimated to decline by 400,000 barrels a day to 2.6 million by 2016 because “Mexico so far lacks substantial new projects in the pipeline to boost production.”**

#### 2. Saudi Arabia can’t drive oil prices anymore – market power significantly diminished

Leverett and Leverett, 05/07/11, Hillary Mann and Flynt, Monthy Review Foundation authors, “Oil and the Iranian-Saudi "Cold War"”

**First, Saudi Arabia does not have as much "market power" in the oil market today as it used to. Without doubt, the Kingdom retains the ability to defend a floor price for crude oil. But its ability to drive down prices -- which is what the United States and other major oil consumers really care about -- is significantly diminished.** With regard to the immediate challenge -- replacing production lost as a result of the Obama Administration's ill-considered, European- and Saudi-backed military misadventure in Libya -- the IEA's executive director remains publicly confident that the Kingdom will increase its production, even after the Agency's decision to release stockpiled oil. But, following the IEA announcement, a survey of oil market analysts by Bloomberg found that most think Saudi Arabia will only increase its oil production to around 9.5 million bpd, not 10 million. **Notwithstanding Turki's comments about Saudi Arabia's ability to replace all of Iran's current oil production -- and his description of the Kingdom's current surplus capacity is consistent with estimates by industry experts -- it would seem, in the end, that Riyadh is not really prepared to use that capacity to replace all of the lost Libyan production. This brings us to our second point: It is not clear why any rational market actor would choose, voluntarily, to rely on Saudi Arabia to make up for the volumes that Iran currently puts onto the international oil market.** But this is precisely what Dennis Ross and Obama Administration colleagues who seem just as clueless as he about oil market realities want China and other important oil importers to do. We cannot imagine that China will willingly go along with such a scheme. **Third, Iran's ability to cooperate with Iraq on issues pertaining to OPEC production quotas suggests that scenarios positing increasingly intense disagreements between Tehran and Baghdad over oil production are not grounded in reality. Looking ahead, we expect that post-Saddam Iraq will continue to have much more in common with the Islamic Republic -- on oil issues as on other matters -- than with Saudi Arabia.**

### A2: Gas Prices DA

#### 1. Non-Unique – Gas prices rising now, ends the price drop trend.

CSN 07/09/12 (Convenience Store News, “Gas Prices Rise Slightly, Reversing Months-Long Trend,” http://www.csnews.com/top-story-gas\_prices\_rise\_slightly\_\_reversing\_months\_long\_trend-61463.html)

Gas prices recently did something they haven't done in months -- they started to tick up slightly. According to AAA's Fuel Gauge Report, a regular gallon of gas stands at $3.38 today, July 9. This is up notably from a week ago when the same gallon cost motorists $3.32 -- a difference of 6 cents. Before last Tuesday, July 3, gasoline prices had declined 75 out of the previous 77 days, according to an AAA spokesman. "Gas prices have only increased by a little over a cent during these three days, but this is significant because it could mean the long-standing trend of consistently declining gas prices has come to an end," said Michael Green, a spokesman for AAA, told MarketWatch on July 5. Several reports have pointed to an increase in crude oil prices as a factor behind the rising prices at the pump. Crude traded below $80 a barrel as recently as last week only to climb above $87 on July 5. An increase in gas prices is also a sign of an improving economy, according to reports. "Oil seems to be rising primarily on hopes that European leaders have begun to solve debt issues, which would have a positive effect on the global economy and fuel demand," Green said. "Other issues that have contributed to the run up include increased tensions with Iran following recent missile exercises, the implementation of [European Union] sanctions and a strike in Norway that is limiting production." But there have been no cries of $5-per-gallon prices -- like were heard in April -- yet. Most industry sources believe the prices will remain relatively steady. "Higher crude prices will inevitably make it more expensive to purchase gasoline, but it remains to be seen whether the recent crude spike can sustain itself," he said. "Gas prices are likely to remain steadily high for the near term, but a lot will depend on the state of the economy going forward."

#### 2. Prefer our evidence because it post-dates their Dyke in 7/02 evidence. This time frame is critical because oil prices fluctuate rapidly every day.

#### 3. Oil prices can always go lower, there is no limit, and so definitively “low” oil prices are arbitrary.

#### 4. Extend Christie Jr. in 04/09 from the 1AC that says crude oil development is inevitable whether or not we participate.

#### 5. Extend Nocera in 2/10 says there is no tradeoff between keystone and renewable energy, one pipeline won’t make people stop caring about their SUV’s.

#### 6. Extend Parformak in 05/09 who says that Keystone is key to domestic oil production through the Bakken region.

#### 7. And no, extend Andreoli in 2/1, keystone reduces gas prices, takes out their internal link. They are completely out carded on this flow.

### 2ac A2 Gas Prices Turns

1. **EXTEND BRADLEY 11, He states KXL will lower gas prices**

#### KXL reduces gas prices.

Derik Andreoli, Ph.D. 2/1/12 is the Senior Analyst at Mercator International, LLC. What will the Keystone XL decision mean to your transportation budget? http://www.logisticsmgmt.com/article/andreoli\_on\_oil\_fuel\_what\_will\_the\_keystone\_xl\_decision\_mean\_to\_your\_transp/

While there is no guarantee that the diesel produced in U.S. Gulf Coast refineries will be sold to U.S. consumers (in December we exported 22 percent of the diesel we produced), construction of the KXL would further lock in the U.S. as the most economical destination for Canadian syncrude—and from a price perspective this is certainly a good thing. As I’ve explained before, the relative over-supply has suppressed the price for crude delivered to Cushing and regional refineries served from there. This relative glut, which is due to the increased output of Canadian syncrude and Bakken shale oil, underlies the divergence in price between West Texas Intermediate and Brent crude streams. These savings have been passed on to the consumer, and this is why diesel has been somewhat less expensive in the Midwest than elsewhere in the U.S. Though Canada exports oil to countries other than the U.S., the U.S. consumes the majority of Canada’s oil production. This is in part due to the configuration of the current pipeline infrastructure, but it also results from the NAFTA “proportionality clause.” The proportionality clause states that Canada must make available for U.S. purchase an amount of oil and gas proportional to the average of Canada’s oil exports to the U.S. over the previous three years. The three-year rolling average of Canada’s U.S. exports as a percentage of production through 2010 was 60 percent. Assuming that it remains at this level, if Canada produces 3.6 million barrels per day (mbd) next year, by NAFTA convention, they must sell 2.16 mbd to the U.S., but only if the U.S. demands this amount. If, however, the U.S. only purchases 1.8 mbd, the 3-year average will drop and Canada will no longer be beholden to selling 60 percent of its oil to the U.S. in the future. In short, the world oil market is far from perfect, and as it stands now, the U.S. benefits from the proportionality clause. If we choose not to approve any version of the KXL, we may inadvertently lose the price advantage and security that the proportionality clause currently ensures. While environmental concerns over tar sands production are justified, refusing to build the KXL pipeline will not meet environmentalists’ primary goal to reduce greenhouse gas emissions, but will instead simply push production and emissions around the globe. Canada’s tar sands will be produced unless production itself is disallowed or becomes uneconomical. The question that the KXL helps answer is whether the U.S. or China will be the end consumer of Canadian syncrude. And if the U.S. is not consuming Canadian syncrude, we may very well substitute Venzuelan heavy oil because there aren’t many options left. There are no ideal solutions to the current situation, but some choices are clearly better than others. Failing to permit the KXL will most likely cause U.S. imports of Canadian oil to decline, and over time the proportion guaranteed through the proportionality clause will erode. Through the proportionality effects, failure to approve the KXL will likely make the U.S. less energy secure and will most likely result in higher domestic fuel prices.

#### Solves gas prices.

Grover Norquist 5/18/12 president of Americans for Tax Reform Congress should ignore Obama and approve the Keystone pipeline http://www.foxnews.com/opinion/2012/05/18/congress-should-ignore-obama-and-approve-keystone-pipeline/

Instead of increasing domestic oil and natural gas production, the Obama administration has pursued policies that exacerbate the international oil disruptions that cause the price of gasoline to rise. While it is true that the price of oil—and subsequently the price of gasoline—is set on the world market, increased American production of a few million barrels of oil per day would absolutely mitigate gasoline price swings. In fact, oil markets are so sensitive that during President Bush’s 2008 speech announcing additional oil lease sales, the international price of oil dropped $9.26 per barrel. By contrast, where the federal government has no jurisdiction, energy production is flourishing. Oil production in North Dakota’s Bakken formation has beaten the state’s unemployment rate down to an impressive 3.0 percent. Not a large part of America’s energy picture a decade ago, North Dakota is now the third-highest producing state pumping out 575,000 barrels of oil every day. Pennsylvania, Ohio, and other states are cashing in on the shale gas revolution utilizing new technology to access overthought natural gas reserves. Bringing cheap electricity to market has revived America’s struggling manufacturing sector and breathed new life into America’s chemical industry. And yet, despite the moratoriums, the slowed permitting, the threats of tax increases, scuttling the Keystone pipeline, President Obama is trying to convince the American public that he is in favor of cheap, abundant North American energy. He’ll have a tough time doing so until he approves the Keystone XL Pipeline.

#### KXL lowers prices – more supply

#### (Original Tag: Oil from KXL will be used domestically – the alternative is China.)

Jeremy Bowman, 01/25/12, The Motley Fool3 Myths About Keystone XL http://www.dailyfinance.com/2012/01/25/3-myths-about-keystone-xl/

Among other claims, activists have said that the oil brought to the Gulf by Keystone XL would be destined for international markets, but about 10% of our oil imports already come from the Canadian tar sands. Midwestern refineries, which currently process that crude, are likely to run out of capacity by 2015. According to IHS CERA, an independent energy research group, Keystone XL "would foster higher production and greater use of North American oil in the U.S. market." Without access, "Canadian oil sands producers would likely turn to Asia as a new export market, and U.S. Gulf Coast refiners would continue to draw on current suppliers." Those suppliers include Mexico, Venezuela, and the Middle East, and IHS CERA's report notes that some of those suppliers are struggling to maintain production and new ones are needed. The influx of additional oil should help keep crude prices down as the laws of economic logic deem that, all other things being equal, an increase in supply will lower prices.

**2ac A2 China Relations**

#### The alternative is oil tankers to China – six-times more likely to cause a spill.

OWENS 12 Keystone Kops energy policy Mackubin Thomas Owens The Washington Times Wednesday, January 25, 2012 <http://www.washingtontimes.com/news/2012/jan/25/keystone-kops-energy-policy/>

Unsurprisingly, the main resistance to the Keystone XL has come from environmentalists, who claim that the pipeline endangers water resources and the like. However, the State Department, which had jurisdiction since the pipeline crosses an international border, conducted a three-year study addressing risk to soil, wetlands, water resources, vegetation, fish, wildlife and endangered species, concluding that building the pipeline would pose minimal environmental risk. In addition, the area the Keystone XL would traverse is already a web of pipelines. Ironically, not constructing the Keystone pipeline has the potential to increase environmental risk. The Keystone XL route foreclosed, the Canadians will build a pipeline to their Pacific coast and ship crude oil to China by tanker. Tanker spills are more frequent and destructive than pipeline leaks. Indeed, although the long-term trend in spills from all sources is sharply down, the spill rate from shipping oil by tanker is about six times higher than spills from offshore oil rigs or pipelines.

#### Shift to Chinese-Canadian oil routes will enflame China bashing --- collapsing US/China relations and collapsing Chinese climate negotiations

**Tu**, 2/10/**2012** (Kevin Jianjun – senior associate in the Carnegie Energy and Climate Program, China should be cautious about the Canadian Oil Sands, Phoenix News Group, p. <http://carnegieendowment.org/2012/02/10/china-should-be-cautious-about-canadian-oil-sands>)

First, Canadian oil sands exports to China could further strain the already turbulent Sino-U.S. relationship. In 2012, a presidential election year, the Obama administration rejected TransCanada’s application to build the Keystone XL pipeline. The move stemmed from strong Democratic and environmentalist opposition to the deal—Obama would have risked losing the pro-environment electorate if he approved the plan. Yet, the Democratic Party has been unable to reach a consensus on this contentious issue, and the U.S. State Department has agreed to allow TransCanada to reapply for a Keystone XL permit once an alternative route that avoids particularly environmentally sensitive sites is selected. By comparison, almost all congressional Republicans strongly support the Keystone XL pipeline. Arguing that turning down the pipeline will harm U.S. energy security, kill U.S. jobs, and unnecessarily benefit China, they have vigorously attacked Obama’s decision. Any renewed support for the Northern Gateway pipeline by Chinese national oil companies would shift the focus of the Keystone XL debate within the United States from the environment to national security—a prevailing fear, especially among congressional Republicans, is that without Keystone, China will beat the United States to Canada’s rich oil reserves. A desire to shift the debate to national security in the United States may even be driving the Canadian government’s public support of the Northern Gateway pipeline. Second, large-scale Chinese imports of output from Canadian oil sands would come with a high price tag for China’s future international climate negotiations. According to the revised national Energy Balance Table, China surpassed the United States to become the world’s largest carbon emitter as early as 2006. In 2009, emissions from Chinese coal combustion alone exceeded total U.S. carbon dioxide emissions. According to the International Energy Agency, China is expected to account for 42 percent of global incremental carbon emissions by 2035. Nevertheless, under the 2011 Durban Platform for Enhanced Action, China has already said it will join a legally binding international climate treaty that will be agreed upon by 2015 and will come into force by 2020. As a result, during future international climate negotiations, China is expected to face increasingly higher pressure from the international community to retard its spiking carbon emissions. According to the Canadian Industrial Energy End-Use Data and Analysis Center, carbon-emission intensities of upstream oil sands production are generally one to four times higher than conventional oil extraction. Although recent “well-to-wheels” studies have found that the life-cycle emissions of oil-sands-based products are only 5 to 15 percent higher than those of conventional oil products, such analyses likely overlook the substantial carbon-emissions potential that is embedded in the large amount of carbon-intensive oil sands byproducts, such as petroleum coke. According to Environment Canada, oil sands development and the transportation sector are the primary drivers underlying the growth of Canada’s greenhouse gas emissions. In order to allow room for the emissions that would result from oil sands development, and to save $14 billion in penalties for not achieving its Kyoto targets, the Canadian government withdrew from the Kyoto Protocol right after the Durban climate conference, without adequate consideration of the criticism it would receive from the international community. Large-scale Chinese imports of Canadian oil sands output would correspond to de facto support of Canada’s environmentally irresponsible climate policy. Not surprisingly, Chinese imports from Canada’s oil sands would not only be criticized by the international environmental community but would also make the work of China’s climate negotiation delegation much more difficult in the future. Finally, strong opposition to the Northern Gateway pipeline from environmental organizations and Canada’s indigenous community is another important issue that China should not ignore. As early as 2005, PetroChina, the listed arm of China’s largest national oil company, signed a cooperation agreement with Enbridge to support the Northern Gateway pipeline. However, after Stephen Harper came into power in 2006, Sino-Canadian relations soon deteriorated. Citing a lack of support from the Canadian federal government, PetroChina withdrew from the pipeline project in 2007 but forgot to mention the other serious impediment to the deal—strong opposition from both environmental organizations and indigenous communities along the pipeline route. Although the Canadian government now seems to be supportive of the pipeline, it will still be unable to address environmental concerns and the indigenous community’s opposition to pipeline construction in the near future. Consequently, Enbridge’s application for the pipeline is expected to be a prolonged process, which will inevitably increase the financial risks of the project. To enhance China’s energy security, Chinese national oil companies have significantly expanded their overseas presence in recent years. But, due to the monopoly status they have long enjoyed domestically, these companies often evaluate overseas projects primarily on the basis of energy security and corporate bottom line. However, many other factors are at play, and such practices have made securing a return on some Chinese overseas investments problematic at most. Importing output from Canadian oil sands is likewise complicated. Chinese leaders should prohibit national oil companies’ involvement in the Northern Gateway pipeline, at least during a U.S. presidential election year, or they risk stirring up a national security debate in the United States and inflaming Sino-U.S. relations. After the conclusion of the Chinese political power transition by the end of 2012, the new Chinese leadership should not only fundamentally reform China’s energy-oversight mechanism, which has so far failed to adequately regulate Chinese national oil companies, but also significantly improve intergovernmental coordination. This would lead Chinese national oil companies to, in addition to focusing on national energy security and their corporate bottom line, take other important factors such as Sino-U.S. relations, environmental governance, and the host country’s internal politics into consideration when they make future overseas investment decisions.

### 2ac Steel DA

#### 1. Non-unique- and No risk of a link- China steel industry collapsing – no infrastructure for global markets – all based on projects in China

New York Times ‘12 May 3 2012 “In China's Floundering Steel Sector, the Burden of Politics”,

http://www.nytimes.com/2012/05/04/business/global/in-chinas-floundering-steel-sector-the-burden-of-politics.html?pagewanted=all

Chinese steel exports, a small fraction of total business in the country, have not recovered to pre-2008 levels, and the national steel association routinely points to an increase in international protectionism. Brazil, Europe and the United States, for example, have all added anti-dumping taxes on Chinese products. That being the case, the domestic market is expected to remain the primary focus of the industry. “China is still in the middle of a construction period, and demand for steel will at least remain strong,” said Henry Yu, the founder and chairman of General Steel. Mr. Yu said the company was particularly confident about demand from the country’s west, where road and factory construction are strong. Only one major Chinese enterprise — Bayi Iron and Steel, which is owned by Baosteel — covers Xinjiang, a large region in the far northwest of the country. Baosteel plans to move two advanced, but unprofitable, iron-making furnaces to Xinjiang and to double Bayi’s capacity to 15 million tons per year by 2015. Also in Xinjiang, Shandong Iron and Steel has nearly completed a 2.5 million-ton steel project, and Xinxing Ductile Iron Pipes will build a special steel plant with 3 million tons of annual capacity. The consulting firm Mysteel said that 91 billion renminbi would be spent in Xinjiang from 2011 to 2015 to raise annual steel capacity to 32 million tons but that demand from the western part of the country would not be able to prop up the sector for very long. “The supply tightness is expected to ease by 2013, and the region could also face a glut given the current investment frenzy,” said Hu Yanping, an analyst with the Custeel consulting firm. “It will also be hard to ship out the surplus steel products due to limited transportation capacity.” Despite recent losses in the steel industry, bankruptcies are not expected to be widespread, analysts say, as neither Beijing nor local governments are willing to risk such blows to their reputations, employment levels and tax receipts. Small, regional state-owned companies like Jiyuan Steel and Valin could be vulnerable to takeovers, but debt-ridden industry giants are not likely to volunteer for punishing restructuring programs. Anshan Steel’s protracted merger with Benxi Iron and Steel is still mired in bureaucracy five years after it was proposed. Specialists say that problems in the industry will not be solved until Beijing ends its desire to create state-owned Goliaths rather than address underlying political problems. Indeed, Chinese steel giants, which have benefited from cheap loans and easy access to lucrative contracts, have served the needs of local governments, hiring hundreds of thousands of workers and providing cradle-to-grave welfare services. Mr. Jiang of the Chinese Academy of Social Sciences said that mills could thrive if they were just allowed to do so. “The steel sector could develop very steadily as long as there is no great policy interference,” he said. “But there has been a lot of policy interference.”

**2. No link- the plan is specific to the energy sector- not the steel industry**

**3. Case Turns the DA- Keystone is a *pre-requisite* to solving for China stability through preservation of relations- that’s our Tu ev**

**4. Implications-- their link ev concludes that it’s either a US economic collapse or a Chinese economic collapse**

**a.) Prefer the US econ module- we just came out of a recession means our financial state is more fragile**

**b.) Extend Mead- a US economic collapse means a China would inevitably get sucked into a nuclear war with the US along with, Russia, India, and Pakistan- means we outweigh on magnitude**

**c.) The Timeframe for Global Catastrophe in the event of a US economic downturn would be *much* more imminent- their evidence is only conclusive to a Chinese civil war**

**d.) Prefer our evidence- it’s conclusive to empirics of Global Economics and Mead is the most qualified in foreign policy and international relations**

**e.) We solve Chinese economy in the long term through spillover effects- that’s Spano**

### 2ac PNTR Ptx

#### 1. It won’t pass now-

#### A.) Elections come first- White House priority

Colley. 6/21/12. Carrol Foreign Policy. Director, Research at [Eurasia Group](http://www.linkedin.com/company/eurasia-group?trk=ppro_cprof). [Presidential campaign politics delays U.S. recognition of Russia at WTO](http://eurasia.foreignpolicy.com/posts/2012/06/21/presidential_campaign_politics_delays_us_recognition_of_russia_at_wto). <http://eurasia.foreignpolicy.com/> [accessed 6/29/12]

While Russia will enter the WTO in late August, U.S. industry will be left on the sidelines until Congress removes the Cold War-era impediment to greater trade between the former foes. But it's a safe bet that Congress won't graduate Russia from the [Jackson-Vanik amendment](http://security.blogs.cnn.com/2012/06/21/u-s-could-feel-effects-of-amendment-meant-to-hurt-russia/), which is necessary to grant **p**ermanent **n**ormal **t**rade **r**elations to Russia and take advantage of its accession to the WTO, before the November election. The reason? Russia is perpetually steeped in controversy, and U.S.-Russia relations have become a campaign issue in the race between Republican Mitt Romney and President Barack Obama. U.S. industry likely won't be able to take advantage of greater market access in Russia until the lame-duck session at the end of the year, and possibly later. The White House is much more focused on November 6 (Election Day) than August 23 (the approximate date of Russia's WTO entry). Only after repeated requests from Republican lawmakers for senior level officials to testify on the Hill -- widely viewed as a Republican maneuver to force the administration to speak on the record about its Russian policy -- did the administration relent by sending the duo of Deputy Secretary of State William Burns and U.S. Trade Representative Ron Kirk [to testify](http://www.reuters.com/article/2012/06/20/us-usa-russia-trade-idUSBRE85J12Q20120620) before the House Ways and Means Committee and the Senate Finance Committee. The White House calculates that a "yes" vote on graduating Russia from [Jackson-Vanik](http://wtigca.surfcanyon.com/search?f=sl&q=Jackson-Vanik&partner=wtigca) (a 1974 provision that ties trade relations to freedom of emigration and other human rights considerations) would have little electoral upside, and might even harm Obama before the election.

#### B.) Russians won’t meet food safety standards.

Dumas 6-21 (Carol, Reporter for Capital Press news blog “Group Push to Expand Russian Trade” http://www.capitalpress.com/newest/CRD-Russia-dairy-w-graphic-061412)

Dairy groups are asking Congress to extend permanent normal trade relations to Russia before it joins the World Trade Organization, expected in August.

U.S. Dairy Export Council and National Milk Producers Federation believe the measure will expand U.S. dairy trade to the country, which imported $2.1 billion in dairy products last year. "Russia is one of the world's largest dairy importers and therefore it is a vital destination for U.S. dairy products," said Jerry Kozak, president and CEO of National Milk. Legislation to extend normal trade relations was introduced in the Senate last week by Sens. Max Baucus, D-Mont.; John Thune, R-S.D.; John Kerry, D-Mass.; and John McCain, R-Ariz. Some of the commitments Russia made in WTO negotiations would lower tariffs on U.S. dairy imports and relieve regulations relating to food products, said Shawna Morris, vice president of trade policy for the two organizations. Russia must bring its regulations regarding sanitary and phytosanitary issues into alignment with international standards. Extending permanent normal trade status to Russia would allow all WTO member countries to legally dispute any problems if it doesn't abide by its commitments, she said. Passage of normal trade status will allow the U.S. to take full advantage of the terms negotiated in the WTO membership. If the U.S. does not formally recognize Russia as a WTO member, it will put the U.S. at a disadvantage with WTO countries that do, she said. Passage of normal trade status will also help the U.S. "maximize the prospects we have for getting back in the market on favorable terms," she said. Russia has blocked U.S. dairy imports since September 2010 due to an inability to reach an agreement on dairy certificate language. The certificates are a government-to-government assurance of food safety, production and oversight, and several issues have yet to be resolved between the U.S. and Russia, she said.

#### 2. No Link – Keystone popular –

#### A.) 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.

#### B.)Supporter push

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.

#### 4. Non- intrinsic, a rational policy maker could pass the plan and the bill—no opportunity cost

#### 5. Winners Win

Singer ‘9

(Jonathan -- senior writer and editor for MyDD. Singer is perhaps best known for his various interviews with prominent politicians. His interviews have included John Kerry, Walter Mondale, Bob Dole, Michael Dukakis, and George McGovern, Barack Obama, John Edwards, and Tom Vilsack. He has also also interviewed dozens of senatorial, congressional and gubernatorial candidates all around the country. In his writing, Singer primarily covers all aspects of campaigns and elections, from polling and fundraising to opposition research and insider rumors. *He has been quoted or cited in this capacity* by Newsweek, The New York Times, USA Today, The Politico, and others. My Direct Democracy, 3-3-09, [http://www.mydd.com/story/2009/3/3/191825/0428](http://www.thespacereview.com/article/499/1))

From the latest NBC News-Wall Street Journal survey: Despite the country's struggling economy and vocal opposition to some of his policies, President Obama's favorability rating is at an all-time high. Two-thirds feel hopeful about his leadership and six in 10 approve of the job he's doing in the White House. "What is amazing here is how much political capital Obama has spent in the first six weeks," said Democratic pollster Peter D. Hart, who conducted this survey with Republican pollster Bill McInturff. "And against that, he stands at the end of this six weeks with as much or more capital in the bank." Peter Hart gets at a key point. Some believe that political capital is finite, that it can be used up. To an extent that's true. But it's important to note, too, that political capital can be regenerated -- and, specifically, that when a President expends a great deal of capital on a measure that was difficult to enact and then succeeds, he can build up more capital. Indeed, that appears to be what is happening with Barack Obama, who went to the mat to pass the stimulus package out of the gate, got it passed despite near-unanimous opposition of the Republicans on Capitol Hill, and is being rewarded by the American public as a result. Take a look at the numbers. President Obama now has a 68 percent favorable rating in the NBC-WSJ poll, his highest ever showing in the survey. Nearly half of those surveyed (47 percent) view him very positively. Obama's Democratic Party earns a respectable 49 percent favorable rating. The Republican Party, however, is in the toilet, with its worst ever showing in the history of the NBC-WSJ poll, 26 percent favorable. On the question of blame for the partisanship in Washington, 56 percent place the onus on the Bush administration and another 41 percent place it on Congressional Republicans. Yet just 24 percent blame Congressional Democrats, and a mere 11 percent blame the Obama administration. So at this point, with President Obama seemingly benefiting from his ambitious actions and the Republicans sinking further and further as a result of their knee-jerked opposition to that agenda, there appears to be no reason not to push forward on anything from universal healthcare to energy reform to ending the war in Iraq.

**6. Case turns the DA-**

**a.) We solve Russian war through NORAD nuclear security- that’s Harrell**

**b.) We uniquely solve Russian Relations through Canadian buffer states- that’s Lamont**

### 2ac Fiscal Discipline DA

**1. Non-Unique- Jobs proves economy shitty**

**Roff 6-11** Peter, a contributing editor at U.S. News & World Report. A former senior political writer for United Press International, he is currently a senior fellow at the Institute for Liberty and at Let Freedom Ring, **June 11 2012 (**US News and World Report, <http://www.usnews.com/opinion/blogs/peter-roff/2012/06/11/no-president-obama-the-economy-is-not-doing-fine> accessed tm)

Indeed, it really is that simple. For more than three years—40 consecutive months—and despite the promises made during the stimulus debate, U.S. unemployment has been north of 8 percent. The number of people who are counted as "long-term unemployed" has doubled. The private sector is not creating jobs. Demand for goods and services is down, largely because people either cannot afford them or are afraid to make major purchases because they are not confident in their personal economic future. There is a problem out there and the president either can't see it or doesn't want to acknowledge what is clear to almost everyone else.

**2. No link-** Major alt causes to fiscal spending—Entitlements, Military spending, Obamacare, and more

3. No internal link- fiscal irresponsibility has *never* caused economic collapse- defer to empirics

4. Case Turns the DA-

a.)We solve Jobs which are uniquely key to solving economic recovery now

NY Daily News 6-9

([http://india.nydailynews.com/business/8509691a813d4afa865a82d96a0239e1/european-situation-threat-to-us-economic-recovery-obama accessed 6/13/2012](http://india.nydailynews.com/business/8509691a813d4afa865a82d96a0239e1/european-situation-threat-to-us-economic-recovery-obama%20accessed%206/13/2012) tm)

The simmering eurozone debt crisis posed a big threat to the US economic recovery, with the region facing the risk of a renewed recession, US President Barack Obama said Friday. Speaking during a press conference, Obama said the European leaders should take further action to strengthen the weak banking sector and soothe market jitters, Xinhua reported. US lawmakers should pass the full American Jobs Act presented by the administration to Congress last September to spur job creation in the US and guard against economic slowdown risks in other parts of the world, he said. The conference came following a weak job report and a string of other economic data showing US economic growth was slowing and the impacts of the escalating eurozone debt crisis had reached US shores, putting pressure on US policy markers to take action. Obama reiterated his confidence in European leaders' capacity to contain the two-year-old crisis, saying that "the decisions required are tough but Europe has the capacity to make them". The US president stressed the importance of fiscal stimulus measures to shore up anemic economic growth on both sides of the Atlantic Ocean, noting that the short-term challenges for the US were to speed up job creation and economic recovery. Over the longer term, even as European countries with large debt burdens carry out necessary fiscal reforms, they still need to promote economic growth and job creation, he noted. "As some countries have discovered, it's a lot harder to rein in deficits and debts if your economy isn't growing," Obama added.

b.) We solve Canadian trade- which is the foundation of bilateral economic prosperity- that’s Fergusson

c.) **Only governmental investment solves unemployment and economic recession**

**Burtless** 6-13 Gary, a senior fellow in economic studies at the Brookings Institution and former Labor Department economist, June 13 2012 (US News and World Report, <http://www.usnews.com/opinion/articles/2012/06/13/why-another-recession-could-come-before-full-employment> accessed tm ) Looking at current economic policy, there's a pretty good chance we will have another recession before we will reach full employment again. If we don't have political meltdown in this country, we will eventually get back to full employment. We need the government to make greater purchases of capital goods and bigger investments in public infrastructure and so forth to put a lot of the people to work.

**d.) We solves global spillover- means that even if the US economy went down other countries would serve as economic buffers- the impact would not go global**

**5. DA is non-intrinsic- a reasonable policy maker could pass the plan and cut fiscal spending in other areas**

### 2ac Federalism DA

**1. Non-Unique- Federal control is at an all-time low**

**Amy 12** [Douglas Amy, professor of politics Mount Holyoke College, The Real Reason for Big Government, June 6th 2012 http://www.huffingtonpost.com/douglas-j-amy/the-real-reason-for-big-government\_b\_1582196.html]

There are two main theories. Most Republicans argue that it is in government's nature to grow continuously and uncontrollably -- like some kind of institutional cancer. They see politicians and bureaucrats as having a strong self-interest to increase their own power, and the best way to do that is to increase the size and scope of government programs. So for conservatives, this perpetual public sector growth is illegitimate and needs to be drastically reined in. Trouble is, this theory does not correspond to what we know about the growth of the federal government. A chronicle of government growth over the last 100 years shows that most of the increase in federal programs took place in only two decades: the 1930s and the 1960s. And the last 40 years have seen little significant growth in our national government. In 1970, 2.9 million civilians worked for the federal government; in 2008, that figure was 2.8 million. In 1970, federal bureaucrats made up 3.8 percent of total U.S. workers, while in 2008 they made up a mere 1.9 percent. Hardly evidence of continuous or uncontrollable growth.

**2. The case solves- we provide power to the states through job production and econ spinoffs- that NJEI**

**3. No Link- Transportation is not key to federalism**

**DeHaven 11**[Tad DeHaven, budget analyst on federal and state budget issues for the Cato Institute, Federal Gas Taxes and Federalism, Novermber 2011]

American federalism, which shapes the roles, responsibilities, and interactions among and between the federal government, the states, and local governments, is continuously evolving, adapting to changes in American society and American political institutions. The nature of federalism relationships in surface transportation policy has also evolved over time, with the federal government’s role becoming increasingly influential, especially since the Federal-Aid to Highway Act of 1956 which authorized the interstate highway system. In recent years, state and local government officials, through their public interest groups (especially the National Governors Association, National Conference of State Legislatures, National Association of Counties, National League of Cities, U.S. Conference of Mayors, and American Association of State Highway and Transportation Officials) have lobbied for increased federal assistance for surface transportation grants and increased flexibility in the use of those funds. They contend that they are better able to identify surface transportation needs in their states than federal officials and are capable of administering federal grant funds with relatively minimal federal oversight. They also argue that states have a long history of learning from one another. In their view, providing states flexibility in the ***use*** of federal funds results in better surface transportation policy because it enables states to experiment with innovative solutions to surface transportation problems and then share their experiences with other states. Others argue that the federal government has a responsibility to ensure that federal funds are used in the most efficient and effective manner possible to promote the national interest in expanding national economic growth and protecting the environment. In their view, providing states increased flexibility in the use of federal funds diminishes the federal government’s ability to ensure that national needs are met. Still others have argued for a fundamental restructuring of federal and state government responsibilities in surface transportation policy, with some responsibilities devolved to states and others remaining with the federal government

**4. Get real Thomas Jefferson- there has never been an impact to federalism throughout history**

**5. No risk of encroachment substantial enough to alter federalism**

**Young 3** [Ernest Young, Professor of Law at the University of Texas Texas Law Review published May 2003]

One of the privileges of being a junior faculty member is that senior colleagues often feel obligated to read one's rough drafts. On many occasions when I have written about federalism - from a stance considerably more sympathetic to the States than Judge Noonan's - my colleagues have responded with the following comment: "Relax. The States retain vast reserves of autonomy and authority over any number of important areas. It will be a long time, if ever, before the national government can expand its authority far enough to really endanger the federal balance. Don't make it sound like you think the sky is falling."

**6. Non-Intrinsic- no reason why we can’t do the plan and solve for federalism by other means**

**2ac Elections DA Obama Bad**

**1. No uniqueness—**

**A.) Prediction’s are flawed**

Rothschild ‘12, economist at Yahoo Labs. He has a Ph.D. in applied economics from the Wharton School of Business at the University of Pennsylvania and Wilson, editor of The Signal, 2012 (David and Chris, “Obama likely to win 2012 election with 303 electoral votes,” February 21, accessed 5/21/12 [**http://news.yahoo.com/blogs/signal/obama-poised-win-2012-election-303-electoral-votes-202543583.html**](http://news.yahoo.com/blogs/signal/obama-poised-win-2012-election-303-electoral-votes-202543583.html))

With fewer than nine months to go before Election Day, The Signal predicts that Barack Obama will win the presidential contest with 303 electoral votes to the Republican nominee's 235. How do we know? We don't, of course. Campaigns and candidates evolve, and elections are dynamic events with more variables than can reasonably be distilled in an equation. But the data--based on a prediction engine created by Yahoo! scientists--suggest a second term is likely for the current president. This model does not use polls or prediction markets to directly gauge what voters are thinking. Instead, it forecasts the results of the Electoral College based on past elections, economic indicators, measures of state ideology, presidential approval ratings, incumbency, and a few other politically agnostic factors. We'll dip into what the model says in a moment, but first a note about models in general: there are a lot of them, from complex equations generated by nerdy academics (like the team at The Signal) to funny coincidences like the Redskins Rule, which holds that the incumbent party keeps the White House if Washington's football team wins its last home game. (This is true in 17 of the last 18 elections!) Every year, some of these models are right and some are wrong, and the difference is often just luck. As a result, models get a bad rap as being very good at predicting the past and lousy at predicting the future.

#### B.) It’s WAY too early to predict a winner- the freaking election is in 5 months

**C.) Multiple factors effect elections before November**

Kleinsmith ‘12 Blogger at Rise of the Center, is the fastest growing blog targeting centrist independents and moderates, **2012** (Solomon “Opinion: Individual Mandate Might Sink Obama in Swing States,” February 28,accessed 5/21/12 http://www.wnyc.org/blogs/its-free-blog/2012/feb/28/opinion-individual-mandate-dragging-obamas-numbers-down-swing-states/)

Pulling back a bit, the real moral of this story is how useless some polls are. National approval ratings make for good and cheap headlines, but it's the polling in the swing states that we should be focusing on if we want to be looking at what actually matters. If it ends up being Romney, anyone who says one side or the other will win for sure is fooling themselves. There are just too many variables that could very easily have an effect of a few points one way or the other; that makes any sort of prediction at this stage no more meaningful than that of sports fans before the start of the regular season predicting that, "This year...This is the year our team goes all the way!" Among those variables is what might happen if the Supreme Court rules for, or against, the individual mandate. Or what if the Supreme Court declared the entire law unconstitutional, as one of the judges in a lower court did last year? Will that billionaire who gave $10 million to Gingrich double down and really give $100 million to a SuperPAC in support of the GOP nominee? Will liberal donors catch the bug, following Bill Maher's goading? Will the Americans Elect candidate be a left or right leaner, and will that catch fire? Regardless, when major developments happen, and news organizations trot out the national polling data, ignore it. Head over to your favorite polling aggregation site and look for the latest data from the swing states. In this respect, the national polls are sort of like popularity polls for college football teams, while the only polls that actually matter in the end are those that are counted in the Bowl Championship Series ratings.

**2. Fiat solves the link- plan happens post-2ar without affecting elections**

**3. No impact- No retaliation, war, or regional conflict**

**Bronner, ‘12** (Ethan, NYT staff reporter, 1/26/12, <http://www.nytimes.com/2012/01/27/world/middleeast/israelis-see-irans-threats-of-retaliation-as-bluff.html?_r=1&hp>, JD)

JERUSALEM — Israeli intelligence estimates, backed by academic studies, have cast doubt on the widespread assumption that a military strike on Iranian nuclear facilities would set off a catastrophic set of events like a regional conflagration, widespread acts of terrorism and sky-high oil prices. Prime Minister Benjamin Netanyahu has said he thinks Iranian citizens will welcome an attack. The estimates, which have been largely adopted by the country’s most senior officials, conclude that the threat of Iranian retaliation is partly bluff. They are playing an important role in Israel’s calculation of whether ultimately to strike Iran, or to try to persuade the United States to do so, even as Tehran faces tough new economic sanctions from the West. “A war is no picnic,” Defense Minister Ehud Barak told Israel Radio in November. But if Israel feels itself forced into action, the retaliation would be bearable, he said. “There will not be 100,000 dead or 10,000 dead or 1,000 dead. The state of Israel will not be destroyed.” The Iranian government, which says its nuclear program is for civilian purposes, has threatened to close the Strait of Hormuz — through which 90 percent of gulf oil passes — and if attacked, to retaliate with all its military might. But Israeli assessments reject the threats as overblown. Mr. Barak and Prime Minister Benjamin Netanyahu have embraced those analyses as they focus on how to stop what they view as Iran’s determination to obtain nuclear weapons. No issue in Israel is more fraught than the debate over the wisdom and feasibility of a strike on Iran. Some argue that even a successful military strike would do no more than delay any Iranian nuclear weapons program, and perhaps increase Iran’s determination to acquire the capability. Security officials are increasingly kept from journalists or barred from discussing Iran. Much of the public talk is as much message delivery as actual policy. With the region in turmoil and the Europeans having agreed to harsh sanctions against Iran, strategic assessments can quickly lose their currency. “They’re like cartons of milk — check the sell-by date,” one senior official said. But conversations with eight current and recent top Israeli security officials suggested several things: since Israel has been demanding the new sanctions, including an oil embargo and seizure of Iran’s Central Bank assets, it will give the sanctions some months to work; the sanctions are viewed here as probably insufficient; a military attack remains a very real option; and postattack situations are considered less perilous than one in which Iran has nuclear weapons. “Take every scenario of confrontation and attack by Iran and its proxies and then ask yourself, ‘How would it look if they had a nuclear weapon?’ ” a senior official said. “In nearly every scenario, the situation looks worse.” The core analysis is based on an examination of Iran’s interests and abilities, along with recent threats and conflicts. Before the United States-led war against Iraq in 1991, Saddam Hussein vowed that if attacked he would “burn half of Israel.” He fired about 40 Scud missiles at Israel, which did limited damage. Similar fears of retaliation were voiced before the Iraq war in 2003 and in 2006, during Israel’s war against Hezbollah in southern Lebanon. In the latter, about 4,000 rockets were fired at Israel by Hezbollah, most of them causing limited harm. “If you put all those retaliations together and add in the terrorism of recent years, we are probably facing some multiple of that,” a retired official said, speaking on the condition of anonymity, citing an internal study. “I’m not saying Iran will not react. But it will be nothing like London during World War II.” A paper soon to be published by the Institute for National Security Studies at Tel Aviv University, written by Amos Yadlin, former chief of military intelligence, and Yoel Guzansky, who headed the Iran desk at Israel’s National Security Council until 2009, argues that the Iranian threat to close the Strait of Hormuz is largely a bluff. The paper contends that, despite the risks of Iranian provocation, Iran would not be able to close the waterway for any length of time and that it would not be in Iran’s own interest to do so. “If others are closing the taps on you, why close your own?” Mr. Guzansky said. Sealing the strait could also lead to all-out confrontation with the United States, something the authors say they believe Iran wants to avoid. A separate paper just published by the Begin-Sadat Center for Strategic Studies says that the fear of missile warfare against Israel is exaggerated since the missiles would be able to inflict only limited physical damage. Most Israeli analysts, like most officials and analysts abroad, reject these arguments. They say that Iran has been preparing for an attack for some years and will react robustly, as will its allies, Hezbollah and Hamas. Moreover, they say, an attack will at best delay the Iranian program by a couple of years and lead Tehran to redouble its efforts to build such a weapon. But Mr. Barak and Mr. Netanyahu believe that those concerns will pale if Iran does get a nuclear weapon. This was a point made in a public forum in Jerusalem this week by Maj. Gen. Amir Eshel, chief of the army’s planning division. Speaking of the former leaders of Libya and Iraq, he said, “Who would have dared deal with Qaddafi or Saddam Hussein if they had a nuclear capability? No way.”

#### 4. Turn- Obama is key to US/Russian relations reset

**The** Moscow Times 10/14 http://www.themoscowtimes.com/mobile/article/445482.html

On the surface, the 2012 outlook for the U.S.-Russian “reset” is looking bleak. Although we are a year away from the U.S. presidential election, the chances that President Barack Obama, the architect and chief supporter of the reset, will be re-elected in 2012 do not look good — if for no other reason than U.S. unemployment is expected to stay at a historical high for the next 13 months. No U.S. president since Franklin Delano Roosevelt during the Great Depression has been re-elected when unemployment has exceeded 8 percent. The unemployment rate currently is 9.2 percent, and many economists believe that it will remain around 9 percent until Election Day. The Congressional Budget Office predicted that if unemployment drops, it would, at best, reach 8.2 percent by November 2012. But even at this level, it would most likely be too high to save Obama’s re-election bid. Meanwhile, Mitt Romney has become — at least for now — the Republican front-runner for the presidential race, which does not bode well for the reset. Last Friday, he told The Washington Post that the reset “has to end.” Romney supports former U.S. President George W. Bush’s plans to deploy elements of a missile defense system in Poland and the Czech Republic, which seriously damaged U.S.-Russian relations for much of the period from 2002 to 2008. Obama was able to partially repair this damage in 2009 by scaling down Bush’s plans and deploying radar and interceptors farther away from Russia’s borders. Romney also criticized Prime Minister Vladimir Putin on Friday, saying Putin wants to “rebuild the Russian empire. That includes annexing populations as they did in Georgia.” This sounds disturbingly like what the neocons used to say about Russia during the Bush years. Conservative political analyst Sergei Kurginyan coined the phrase, “Strike the iron while Obama is in office,” implying that Obama offers a much better opportunity for improved U.S.-Russian relations than an administration dominated by foreign policy neocons. Other analysts, such as television journalist Alexei Pushkov, have warned that the anti-Obama backlash among U.S. voters could pave the way for a neocon to be elected president in 2012. In terms of U.S. policy toward Russia, this could mean, among other things, a revival of Bush’s “Georgia project,” a withdrawal from New START, a more aggressive NATO expansion policy and increased U.S. activity in Ukraine and Central Asia. Things do not look much better from the Russian side, however, particularly given Putin’s likely return to the presidency in 2012. In his next one — or two — terms, Putin will likely maintain his deep mistrust of Washington’s intentions toward Moscow and continue his trademark sharp criticisms of U.S. policies, which are popular among many Russians. This would hardly aid the reset. In Putin’s first decade in power, we all remember, for example, when he claimed “outside forces” — hinting at the United States — were behind the September 2004 Beslan terrorist attack; or his 2007 Victory Day speech, when he likened U.S. foreign policy to the Third Reich; or his December 2010 interview with Larry King, when he said the United States should keep their noses out of Russia’s business. And as fresh reminders to Washington of where he stands, Putin called the United States “hooligans” in July and “parasites” in August. (On Tuesday in China, he softened his statement, saying, “America is being parasitic with the dollar’s monopoly position.”) Meanwhile, Putin’s heavy play of the nationalist card will certainly not help U.S.-Russian relations. The Liberal Democratic Party, A Just Russia and even the Communists are now reaching out to nationalist-minded voters, and Dmitry Rogozin and his 100,000-member Rodina-Congress of Russian Communities last month pledged allegiance to Putin and United Russia. It was Rogozin, by the way, who in July complained about conservative U.S. senators being “monsters of the Cold War.” To be fair, there are plenty of these Cold War “monsters” among political and military leaders on both sides, but the problem is that if both Russia and the United States elect one of them as president in 2012, there could be a real setback in Obama’s reset. It would be easy to dismiss both Romney’s and Putin’s statements as election-year grandstanding that will have no real impact on the reset, whose roots lie in cooperation on Afghanistan and Iran and renewed trade ties, among other things. But at the same time, this type of demagoguery creates a combative and bitter atmosphere in bilateral relations and could instigate a self-perpetuating cycle of accusations and counteraccusations from both sides. The reset works best when demagoguery is minimal. Let’s hope leaders from both sides will put their energy into cooperating rather than blustering after the 2012 elections.

#### And, Relations solve Iran nuclearization, US-Russian nuclear war, and a stable economy

Allison and Blackwill ‘11 10-30 Graham Allison, Director, Belfer Center for Science and International Affairs; Douglas Dillon Professor of Government; Faculty Chair, Dubai Initiative, Harvard Kennedy School, Robert D. Blackwill, International Council Member, Belfer Center for Science and International Affairs "10 Reasons Why Russia Still Matters"http://belfercenter.ksg.harvard.edu/publication/21469/10\_reasons\_why\_russia\_still\_matters.html

That central point is that Russia matters a great deal to a U.S. government seeking to defend and advance its national interests. Prime Minister Vladimir Putin’s decision to return next year as president makes it all the more critical for Washington to manage its relationship with Russia through coherent, realistic policies. No one denies that Russia is a dangerous, difficult, often disappointing state to do business with. We should not overlook its many human rights and legal failures. Nonetheless, Russia is a player whose choices affect our vital interests in nuclear security and energy. It is key to supplying **100,000** U.S. troops **fighting** in Afghanistan and preventing Iran from acquiring nuclear weapons. **Ten realities require U.S. policymakers to advance our nation’s interests by engaging and working with Moscow. First,** Russia remains the only nation that can erase the United States from the map in 30 minutes. **As every president since John F. Kennedy has recognized,** Russia’s cooperation is critical to averting nuclear war**. Second**, Russia is our most consequential partner in preventing nuclear terrorism**.** Through a combination of more than $11 billion in U.S. aid, provided through the Nunn-Lugar Cooperative Threat Reduction program, and impressive Russian professionalism, two decades after the collapse of the “evil empire,” not one nuclear weapon has been found loose. Third**,** Russiaplays an essential role in preventing the proliferation of nuclear weapons **and missile-delivery systems.** As Washington seeks to stop Iran’s drive toward nuclear weapons, Russian choices to sellor withhold sensitive technologies are the difference between failure and the possibility of success. Fourth, Russian support in sharing intelligence and cooperating in operations remains essential to the U.S. war to destroy Al Qaeda and combat other transnational terrorist groups. Fifth, Russia provides a vital supply line to 100,000 U.S. troops fighting in Afghanistan. As U.S. relations with Pakistan have deteriorated, the Russian lifeline has grown ever more important and now accounts for half all daily deliveries. Sixth, Russia is the world’s largest oil producer and second largest gas producer. Over the past decade, Russia has added more oil and gas exports to world energy markets than any other nation. Most major energy transport routes from Eurasia start in Russia or cross its nine time zones. As citizens of a country that imports two of every three of the 20 million barrels of oil that fuel U.S. cars daily, Americans feel Russia’s impact at our gas pumps. Seventh, Moscow is an important player in today’s international system. It is no accident that Russia is one of the five veto-wielding, permanent members of the U.N. Security Council, as well as a member of the G-8 and G-20. A Moscow more closely aligned with U.S. goals would be significant in the balance of power to shape an environment in which China can emerge **as a global power without overturning the existing order. Eighth,** Russia is the largest country on Earth by land area**, abutting China on the East, Poland in the West and the United States across the Arctic.** This territory provides transit corridors for supplies to global markets whose stability is vital to the U.S. economy**. Ninth, Russia’s brainpower is reflected in the fact that it has won more Nobel Prizes for science than all of Asia, places first in most math competitions and dominates the world chess masters list. The only way U.S. astronauts can now travel to and from the International Space Station is to hitch a ride on Russian rockets. The co-founder of the most advanced digital company in the world, Google, is Russian-born Sergei Brin. Tenth,** Russia’s potential as a spoiler is difficult to exaggerate. Consider what a Russian president intent on frustrating U.S. international objectives could do— from stopping the supply flow to Afghanistan to selling S-300 air defense missiles to Tehran to joining China in preventing U.N. Security Council resolutions. So next time you hear a policymaker dismissing Russia with rhetoric about “who cares?” **ask them to identify nations that matter more to U.S. success, or failure, in advancing our national interests.**

### 2ac Elections DA Obama Good

**1. No uniqueness—**

**A.) Prediction’s are flawed**

Rothschild ‘12, economist at Yahoo Labs. He has a Ph.D. in applied economics from the Wharton School of Business at the University of Pennsylvania and Wilson, editor of The Signal, 2012 (David and Chris, “Obama likely to win 2012 election with 303 electoral votes,” February 21, accessed 5/21/12 [**http://news.yahoo.com/blogs/signal/obama-poised-win-2012-election-303-electoral-votes-202543583.html**](http://news.yahoo.com/blogs/signal/obama-poised-win-2012-election-303-electoral-votes-202543583.html))

With fewer than nine months to go before Election Day, The Signal predicts that Barack Obama will win the presidential contest with 303 electoral votes to the Republican nominee's 235. How do we know? We don't, of course. Campaigns and candidates evolve, and elections are dynamic events with more variables than can reasonably be distilled in an equation. But the data--based on a prediction engine created by Yahoo! scientists--suggest a second term is likely for the current president. This model does not use polls or prediction markets to directly gauge what voters are thinking. Instead, it forecasts the results of the Electoral College based on past elections, economic indicators, measures of state ideology, presidential approval ratings, incumbency, and a few other politically agnostic factors. We'll dip into what the model says in a moment, but first a note about models in general: there are a lot of them, from complex equations generated by nerdy academics (like the team at The Signal) to funny coincidences like the Redskins Rule, which holds that the incumbent party keeps the White House if Washington's football team wins its last home game. (This is true in 17 of the last 18 elections!) Every year, some of these models are right and some are wrong, and the difference is often just luck. As a result, models get a bad rap as being very good at predicting the past and lousy at predicting the future.

#### B.) It’s WAY too early to predict a winner- the freaking election is in 5 months

**C.) Focus on national polls ignores multiple factors that effect elections before November**

Kleinsmith ‘12 Blogger at Rise of the Center, is the fastest growing blog targeting centrist independents and moderates, **2012** (Solomon “Opinion: Individual Mandate Might Sink Obama in Swing States,” February 28,accessed 5/21/12 http://www.wnyc.org/blogs/its-free-blog/2012/feb/28/opinion-individual-mandate-dragging-obamas-numbers-down-swing-states/)

Pulling back a bit, the real moral of this story is how useless some polls are. National approval ratings make for good and cheap headlines, but it's the polling in the swing states that we should be focusing on if we want to be looking at what actually matters. If it ends up being Romney, anyone who says one side or the other will win for sure is fooling themselves. There are just too many variables that could very easily have an effect of a few points one way or the other; that makes any sort of prediction at this stage no more meaningful than that of sports fans before the start of the regular season predicting that, "This year...This is the year our team goes all the way!" Among those variables is what might happen if the Supreme Court rules for, or against, the individual mandate. Or what if the Supreme Court declared the entire law unconstitutional, as one of the judges in a lower court did last year? Will that billionaire who gave $10 million to Gingrich double down and really give $100 million to a SuperPAC in support of the GOP nominee? Will liberal donors catch the bug, following Bill Maher's goading? Will the Americans Elect candidate be a left or right leaner, and will that catch fire? Regardless, when major developments happen, and news organizations trot out the national polling data, ignore it. Head over to your favorite polling aggregation site and look for the latest data from the swing states. In this respect, the national polls are sort of like popularity polls for college football teams, while the only polls that actually matter in the end are those that are counted in the Bowl Championship Series ratings.

**D.) THEIR ev says polls are flawed**

Nate Silver (Pollster and creator of fiverthirtyeight) July 2 20**12** “July 2: Obama’s Lead Holds, but Manufacturing Report Could Mean Trouble”, http://fivethirtyeight.blogs.nytimes.com/2012/07/02/july-2-obamas-lead-holds-but-manufacturing-report-could-mean-trouble/#more-31696

There has been relatively little change in Mr. Obama’s approval ratings, which could suggest the change in national polls is in part a statistical fluke

#### 2. Keystone popular –

#### A.) 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 will create a significant number of jobs. Nearly half think it will not cause significant damage to the environment.

#### B.)Supporter push

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.

#### C.) Latino Push

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."

**3. Err Neg on the Precautionary Principle—we’ve gone for decades without CTBT and none of their impacts have happened**

# Ks

### Gender K Blocks

### Perm and Perm Solvency

#### Perm: Do the plan and all non-mutually exclusive parts of the alternative

#### Perm: Do the plan with feminist representations

Perm solves- combining with the affirmative is critical to alternative solvency and is key to impacting policymakers

True, 2K3

(Jacqui, University of Auckland, “Mainstreaming Gender in Global Policy” International Feminist Journal of Politics 5.3 Nov)

As social critics, we may find ourselves in an ironic position rather like Edward Said, who instead of celebrating efforts to create a Palestinian state, a goal he has struggled for most of his life, remarked that, once established the state would provide him with a new object of criticism. **This ethical dilemma** and the broader theoretical issues **at stake in en-gendering global policy demand that feminist scholars pay careful attention to the movement of theory and research into practice.** The ongoing trade in feminist ideas requires that we become more self-conscious of our scholarship; for whom and for what purpose we theorize and the variety of possible ways in which our work may be received by activist and policymaking audiences for example. Further, **as feminist scholarship rapidly grows and becomes more specialized there is a danger that it will lose its traditionally close ties to activist and policy debates and that as a result, global public policy will not receive the critical scrutiny it needs, and that advocacy and policymaking will not benefit from feminist knowledge and reflection**. As scholars, we **need to become more knowledgeable about the worlds of advocacy and policy, and position ourselves to forge mutually advantageous relationships with feminist researchers, activists and policymakers.**24 There are too few links between gender advocates inside mainstreaming institutions and feminist activists and scholars ‘on the outside’. **Only collectively**, however, **can we expand the local and global spaces for promoting women’s empowerment and for transforming the sources of social power that reproduce inequalities based on gender, race, class, sex**, sexuality, **ethnicity**, caste, **religion**, country of origin, **national identity**, **aboriginal status, immigration status**, regional **geography**, language, **cultural practices**, forms of dress, beliefs, ability, health status, family history, age and education. Although feminist policymakers in global governance institutions are typically constrained by bureaucratic procedures and by their obligations to carry out the mandates of member states, feminist scholars are less encumbered.25 **We can raise theoretical issues, and develop** innovative research **projects that link gender relations at the micro level with processes and policies at the macro level, and that help feminist activists and policymakers to achieve their goals**. Finally, we can continually evaluate local and global policies and practices in light of the principles and norms that have been collectively developed by women’s movements over the past twenty years and codified in living documents such as the Convention on the Elimination of All Forms of Discrimination Against Women and the Beijing Platform for Action.

### Case turns the K: Econ collapse hurts women

#### Economic downturns lead to increased marginalization of women in order to secure the working place for men

**Schecter 82**

(Susan, Activist and Gender organizer, Women and male violence, pg. 289)

In the plans of the Right, **women are** again **assigned to the "special" sphere of the family**, taking care of children and the elderly who will have no government services available to them. By fighting to deny women the right to abortion, **the New Right attempts to seal women's fate as childbearers rather than as autonomous human beings**. Far from trying to "keep the government out of the family," the New Right wants the government to dictate the kind of family-patriarchal—in which all people must live. **This sexist ideology has economic consequences. Forcing wo­men out of the paid labor force is intended to ease the employment crisis within capitalist states**. From England, Lynne Segal quotes a member of the House of Lords who stated that "unemployment could be solved at a stroke, if women went back to the home." Segal analyzes the comment As a way out of the economic crisis, **the ruling class is seeking to strengthen the ideology of sexism to justify its attacks on the working class in general, and women in particular, thus revealing more clearly than ever the links between sex oppression and class exploitation**.7 The existence of shelters challenges the push to enforce women's place in the home and suggests that this subordination, extolled by the New Right, creates violence. Shelters are real and symbolic threats to male control over women because they make possible women's escape from violence. Their existence strengthens all women and builds women's individual and collective power in relationship to men. In order to save the traditional family, reaction­aries will advocate mediation and reconciliation rather than shel­ters. **The New Right will juxtapose the "good of the family" to women's "selfish" demand to control their own lives.** Of course, it is difficult for the New Right to say that it is in favor of violence; instead, it argues that shelters interfere with the privacy of the family.

#### Economic downturn uniquely disenfranchises women

**Epstein 06**

(Cynthia Fuchs, Graduae Center CUNY, Great Divides, <http://www.asanet.org/images/journals/docs/pdf/asr/Feb07ASRFeature.pdf> [1/19/12])

Yet even as the ideology of equality became widespread and brought significant changes**, the worldwide status of women remained sub­ordinate to that of men. Stable governments and a new prosperity led to something of a rev­olution in women's statuses in the United States and other countries in the West**, notably in Canada with its new charter prohibiting dis­crimination. **There was) also an increase in women's employment in the paid labor force** in *d\e* 1 ^ countries of the European Union, includ­ing those countries that traditionally were least likely to provide jobs for women, although the statistics do not reveal the quality of the jobs (Norris 2006). And, of course, women's move­ments have been instrumental in making poor conditions visible. In countries of the Middle East, the East, and the Global South, women are beginning to have representation in political spheres, the professions, and commerce, although their percentage remains quite small. **Women's lot rises or falls as a result of regime changes and economic changes and is always at severe risk**.-'0 But nowhere are substantial num­bers of women in political control; nowhere do women have the opportunity to carry out nation­al agendas giving women truly equal rights.-'1 30 Hartmann, Love!!, and Werschkul (2004) show how**, in the recession of** March lo November **2001, there was sustained job loss for women** for the first time in 40 years. **The economic downturn affected women's employment, labor force participation, and wages 43 months after the start of the recession.**

### Turn: Terrorism Hurts Women

#### Terrorism increases the exploitation of women

Israeli Ministry of Foreign Affairs ‘03

[Blackmailing Young Women into Suicide Terrorism, http://www.mfa.gov.il/MFA/Government/Communiques/2003/Blackmailing%20Young%20Women%20into%20Suicide%20Terrorism%20-]

 Blackmailing Young Women into Suicide Terrorism (Communicated by Israeli Security Sources) 1. Since the beginning of the current wave of Palestinian violence (September 2000), the phenomenon of young women being blackmailed into carrying out suicide bombings or other kinds of attacks has become increasingly commonplace. To date, there have been more than 20 instances of young Palestinian women committing terrorist attacks against Israeli targets, among them suicide missions. A recently declassified Israel Military Intelligence report has examined the motivation of Palestinian terrorist organizations for employing women terrorists, despite the lack of social and religious consensus for female participation in such actions. 2. One of the motivations behind the recruitment of women appears to be the attempt to exploit the image of women, which raises less suspicion than men. It is thus easier for the woman terrorist to blend into the "Israeli street". The terrorist organizations also wish to take advantage of the sensitivity demonstrated by Israeli soldiers toward Palestinian women, and their reluctance to carry out searches of their person. 3. From the women's perspective, the root of their susceptibility to pressure to sacrifice their lives in terrorist attacks is often grounded in personal, emotional or social vulnerabilities. Women whose social standing is problematic, including women who have acquired a 'bad name' due to assumed promiscuity or extra-marital relationships, have often been convinced to take part in terrorist operations as a means of rehabilitating their statusand character in Palestinian society. Included among these operations are suicide bombings**.** The strength of this type of persuasion can best be understood in the relevant cultural framework - a society where women are often considered to embody the honor of the family. Any hint of impropriety, no matter how minor, can have serious consequences for the woman involved, even prompting male family members to murder her in a so-called "honor" killing. 4. Such personal motives have been well exploited by the terrorist organizations when they approach women in order to recruit them for suicide attacks. Recent intelligence information, gathered by Israeli liaison and coordination officials, have identified a clear effort by the Yasser Arafat's Fatah 'Tanzim' militia to recruit as suicide terrorists those young women who find themselves in acute emotional distress due to social stigmatization.

### Patriarchy not root of war

#### Reject their impact argument- it is based on a theory of violence that has debilitating gaps making it misleading and unacceptable

**Walt, 2K5**

(Stephen M, Kennedy School of Government, “The Relationship Between Theory and Policy in International Relations” *Annual Review of Political Science* vol. 8, pg. 27)

Second, a good theory is complete; it does not leave us wondering about the causal relationships at work (Van Evera 1997). For example, a theory stating that “national leaders go to war when the expected utility of doing so outweighs the expected utility of all alternative choices” (Bueno de Mesquita & Lalman 1992) may be logically impeccable, but it does not tell us when leaders will reach this judgment. Similarly, a theory is unsatisfying when it identifies an important causal factor but not the factor(s) most responsible for determining outcomes. To say that “human nature causes war,” or even that “oxygen causes war,” is true in the sense that war as we know it cannot occur in the absence of these elements. But such information does not help us understand what we want to know, namely, when is war more or less likely? Completeness also implies that the theory has no “debilitating gaps,” such as an omitted variable that either makes its predictions unacceptably imprecise or leads to biased inferences about other factors (Nincic & Lepgold 2000, p. 28).

### Gender K = Epistemologically Flawed

#### Their criticism is epistemologically bankrupt- aff is always preferable to their vacuous alternative

Jones, 96

(Adam, Associate Professor, Dept. of Political Science University of British Columbia Okanagan Does Gender Make the World Go Round? Feminist Critiques of International Relations Review of International Studies 22.4 October)

**The self-imposed limitations on most feminist IR discourse are apparent**, too, in Christine Sylvester's assertion that **'states and their regimes connect with people called women only to ensure, tacitly at least, that the benefits of regime participation will flow from "women" to "men" and not ever the other way round**'.64 **This is an image of hegemonic gender-class that is impervious to nuance or paradox,** it is **a striking bit of absolutist phrasing** from one of the field's leading post-positivist theorists, who elsewhere, rhetorically at least, emphasizes flexibility and empathy.65 And it leads, or ought to lead, to some hard questions. **If masculine privilege is so all-pervasive and absolute, we must ask** (in a developed-world context at least) **why it is that men live substantially shorter lives than women, kill themselves at rates vastly higher than women, absorb close to 100 per cent of the fatal casualties of society's productive labour, and direct the majority of their violence against 'their own ranks**. **All these features appear to be anomalous if not unique in the history of ruling classes the world over**. They surely deserve more sustained, non-dogmatic attention than Sylvester, along with every feminist theorist I have encountered, grants them.66 It is not valid and reliable', as Sylvester herself reminds us, 'to build generalizable models ... on a partial base.'67 If the feminist approach to gendered 'security1 is to be taken seriously, as it deserves to be, these powerfully gendered phenomena deserve closer investigation than feminist commentary so far has been able or willing to provide. As a contribution to the basic project called for here—that is, more balanced and fertile theories of the gender variable's operation in international relations—I conclude by suggesting a range of phenomena and issue areas that ought to be explored. My suggestions are feminist-grounded in that they seek to apply a core feminist methodology—isolation of the gender dimension of an issue or pheno­menon. But they move beyond presently existing feminist approaches by directing the analytical beam equally towards the gender that is, so far by definition, under-represented in feminist commentary. By itself, this survey is no less partial than most feminist gender-mappings. But it is a necessary first step towards synthesis; a blending of gendered perspectives that will allow the gender variable and its operations to be examined in more multi­dimensional terms. There is, of course, no space here to enter into detailed dis­cussion of each phenomenon and issue. I buttress certain points with case-studies and statistical data, but the sketch appeals as much to intuition and common sense. This closing discussion builds itself around issue-areas and phenomena that could help generate real-world research agendas. I think **the limited space available is best devoted to concrete matters, as opposed to more abstract investigations into the construction of gender, the continuum of gender identities, and so on. Attention to real-world issues allows the theorist of gender and IR to benefit from an important underpinning of feminist critiques: their normative concern for, and engagement with, the embodied subjects of the analysis.** We need more narratives, more details, more case-studies that help humanize the research subjects and assist the reader in understanding how gender shapes their destinies, or their plight.

### Alt fails

#### Alt doesn’t solve- reductionist logic undermines efficacy of alternative and recreates disenfranchising universalism that turns the alt

Jarvis 2K

(Daryl, Lecturer in Government and International Relations – University of Sydney, International Relations and the Challenge of Postmodernism: Defending the Discipline)

Celebrating and reifying difference as a political end in itself thus run the risk of creating increasingly divisive and incommensurate discourses where each group claims a knowledge or experienced based legitimacy but, in doing so, precluding the possibility of common understanding or intergroup political discourse. Instead, difference produces antithetical dis­cord and political-tribalism: only working class Hispanics living in South Central Los Angeles, for instance, can speak of, for, and about their com­munity, its concerns, interests and needs; only female African Americans living in the projects of Chicago can speak "legitimately" of the housing and social problems endemic to inner city living. Discourse becomes con­fined not to conversations between identity groups since this is impossible, but story telling of personal/group experiences where the "other" listens intently until their turn comes to tell their own stories and experiences. Appropriating the voice or pain of others by speaking, writing, or theoriz­ing on issues, perspectives, or events not indicative of one's group-identity becomes not only illegitimate but a medium of oppression and a means to silence others. The very activity of theory and political discourse as it has been understood traditionally in International Relations, and the social sciences more generally, is thus rendered inappropriate in the new milieu of identity politics. Politically, progressives obviously see a danger in this type of discourse and, from a social scientific perspective, understand it to be less than rig­orous. Generalizing, as with theorizing, for example, has fallen victim to postmodern feminist reactions against methodological essentialism and the adoption of what Jane Martin calls the instillation of false difference into identity discourse. By reacting against the assumption that "all indi­viduals in the world called `women' were exactly like us" (i.e. white, mid­dle class, educated, etc.), feminists now tend "a priori to give privileged status to a predetermined set of analytic categories and to affirm the exis**­**tence of nothing but difference." In avoiding the "pitfall of false unity," feminists have thus "walked straight into the trap of false difference. Club words now dominate the discourse. Essentialism, ahistoricism, uni­versalism, and androcentrism, for example, have become the "prime idiom[s] of intellectual terrorism and the privileged instrument[s] of polit­ical orthodoxy." While sympathetic to the cause, even feminists like Jane Martin are critical of the methods that have arisen to circumvent the evils of essentialism, characterizing contemporary feminist scholarship as imposing its own "chilly climate" on those who question the method­ological proclivity for difference and historicism. Postmodern feminists, she argues, have fallen victim to compulsory historicism, and by "rejecting one kind of essence talk but adopting another," have followed a course "whose logical conclusion all but precludes the use of language." For Martin, this approaches a "dogmatism on the methodological level that we do not countenance in other contexts.... It rules out theories, categories, and research projects in advance; prejudges the extent of difference and the nonexistence of similarity." In all, it speaks to a methodological trap that produces many of the same problems as before, but this time in a language otherwise viewed as progressive, sensitive to the particularities of identity and gender, and destructive of conventional boundaries in disci­plinary knowledge and theoretical endeavor.

#### Turn: Identity Politics - isolating gender as the central category for analyzing social science creates Tribalism into oppressive identity groups

**Jarvis 2k**

[IR and the Challenges of Postmodernism, p 164-66]

**Problems of this nature**, however, **are really manifestations of a deeper, underlying ailment endemic to discourses derived from "identity politics."** At base, the most elemental question for identity discourse, as Zalewski and Enloe note, is "Who am I?\*\* (Zalewski and Enloe, 1995, 282). **The personal becomes the political, evolving a discourse where self-identification, but also one's identification by others, presupposes multiple identities that are fleeting, overlapping, and changing at any particular moment in time or place**. "We have multiple identities,\*1 argues V. Spike Peterson, "e.g., Canadian, homemaker, Jewish, His¬panic, socialist" (Peterson, 1993, 4). And **these identities are variously depicted as transient, polymorphic, interactive, discursive, and never fixed**. As Richard Brown notes, "Identity is given neither institutionally nor biologically. It evolves as one orders continuities on one's concep¬tion of oneself" (Richard Brown quoted in Peterson, 1993, 3). Yet, if we accept this, **the analytical utility of "identity politics" seems problematic at best**. Which "identity," for example, do we choose from the many that any one subject might display affinity for? Are we to assume all "identities" of equal importance or some more important than others? How do we know which of these identities might be transient and less consequential to one's sense of "self" and, in turn, politically significant to understanding international politics? Why, for example, should we place gender identity ontologically prior to class, sexual orientation, eth¬nic origin, ideological perspective, or national identity?\* As Zalewski and Enloe ask, "Why do we consider states to be a major referent? Why not men? Or women?" (Zalewski and Enloe, 1995, 283). But by the same token, why not dogs, shipping magnates, movie stars, or trade regimes? Why is "gender" more constitutive of global politics than, say, class, or an identity as a cancer survivor, laborer, or social worker? Most of all, why is **gender essentialized in feminist discourse, reified into the most preeminent of all "identities" as the primary lens through which international relations must be viewed**? Perhaps, for example, people understand "difference" in the context of "identities" outside of gender. As Jane Martin notes, "How do we know that difference . . . does not turn on being fat or religious or in an abusive relationship?" (Martin, 1994, 647).4 **The point, perhaps flippantly made, is that "identity is such a nebulous concept, its meaning so obtuse and inherently subjective, that it is near meaningless as a conduit for understanding global politics if only because it can mean anything to anybody**. For others like Ann Tickner, however, "identity" challenges the assumption of state sovereignty. "Becoming curious about identity for¬mation below the state and surrendering the simplistic assumption that the state is sovereign will," Tickner suggests, "make us much more real¬istic describers and explainers of the current international system" (Zalewski and Enloe, 1995, 284; see also Tickner, 1992). The multiple subjects and their identities that constitute the nation-state are, for Tick¬ner, what are important. In a way, of course, she is correct. States are constitutive entities drawn from the amalgam of their citizens. But **such observations are somewhat trite and banal, and lead IR into a devolving and perpetually dividing discourse based upon ever emergent and trans¬forming identities.** Surely the more important observation, however, concerns the bounds of this enterprise. Where do we stop? Arc there lim¬its to this exercise or is it a boundless project? And how do we theorize the notion of multiple levels of identities harbored in each subject per¬son? If each of us is fractured into "multiple identities," must we then lunge into commentaries specific to each group? We might well imagine, for example, a discourse in IR between white feminist heterosexual women, white middle-class heterosexual physically challenged men, working-class gay Latinos, transgendered persons, ethnic Italian New York female garment workers, and Asian lesbian ceo feminists. Each would represent a self-constituted "knowledge" and nomenclature; a discourse reflective of specific identitygroup concerns. **Knowledge and understanding would suffer from a diaspora, becoming unattainable in any perspicacious sense except in localities so specific that its general understanding, or inter-group applicability, would be obviated. Identity groups would become so splintered and disparate that IR would approach a form of identity tribalism, with each group forming a kind of intellectual territory, jealously "policing" its knowledge borders from intrusions by other groups** otherwise seen as "illegitimate," nonrepre-sentative or opposed to the interests of the group. Nor is it improbable to suppose that "**identity politics" in IR would evolve a realpolitik between groups; a realist power-struggle for intergroup legitimacy or hegemonic control over particular knowledges or, in the broader polity, situations of intergroup conflict.** With what "legitimacy," for example, do middle-class, by and large "white," "affluent," "feminist," "women" IR scholars speak and write for "black," "poor," "illiterate," "gay," "working-class," "others" who might object, resist, or denounce such empathctic musings? The "legitimacy" with which Sylvester or Enloe write, for example, might be questioned on grounds of their "identities" as elite, educated, privileged women, unrepresentative of the experiences and realities of those at the "coal face" of international politics. **Celebrating and reifying "difference" as a political end in itself thus runs the risk of creating increasingly divisive and incommensurate discourses, where each group claims a "knowledge"- or experience-based legitimacy but, in doing so, precluding the possibility of common understanding or intergroup political discourse**. Instead, "difference" pro¬duces antithetical discord and political tribalism: only "working class Hispanics living in South Central Los Angeles," for instance, can speak of, for, and about "their" community, its concerns, interests and needs; only female Afro-Americans living in "the Projects" of Chicago can speak "legitimately" of the housing and social problems endemic to inner-city living. "**Discourse" becomes confined not to conversations between identity groups (since this is impossible), but storytelling of per¬sonal/group experiences where the "other" listens intently until their turn comes to tell their own stories and experiences.** **Appropriating the "voice" or "pain" of "others"** by speaking, writing, or theorizing on issues, perspectives, or events not indicative of one's "group-identity," **becomes not only "illegitimate" but a medium of "oppression" and a means to "silence others." The very activity of theory and political dis¬cours**e as it has been understood traditionally in IR, and the social sci¬ences more generally, **is thus rendered inappropriate in the new milieu of "identity politics**."

## 2ac Gender K

**1. Framework— The neg gets the status quo or a competitive policy option**

**a.) Fairness—the K moots the 1AC—means they’ll win every round**

**b.) Policy-Relevance—we should learn about how the government works and policymaking skills that can only be achieved through role-playing**

**c.) Limits—there are an unlimited amount of critical frameworks—they incentivize philosophy of the week style debating over actual clash and in-depth research**

#### 2. Turn – War causes patriarchy

Goldstein 3

(Joshua Goldstein, Professor of international relations at the American University, “War and Gender: How Gender Shapes the War System and Vice Versa”, Cambridge University Press, <http://books.google.com/books?id=KXs_LS5g57MC&dq=gender+war&lr=&source=gbs_navlinks_s>, NH)

The puzzle War, then, is a tremendously diverse enterprise, operating in many contexts with many purposes, rules, and meanings. Gender norms outside war show similar diversity. The puzzle, which this chapter fleshes out and the remaining chapters try to answer, is why this diversity disappears when it comes to the connection of war with gender. That connection is more stable, across cultures and through time, than are either gender roles outside of war or the forms and frequency of war itself. The answer in a nutshell is that killing in war does not come naturally for either gender, yet the potential for war has been universal in human societies. To help overcome soldiers’ reluctance to fight, cultures develop gender roles that equate “manhood” with toughness under fire. Across cultures and throughout time, the selection of men as potential combatants (and of women for feminine war support roles) has helped shape the war system. In turn, the pervasiveness of war in history has influenced gender profoundly – especially gender norms in child-rearing.

3. Reps don’t shape reality- our perceptions of the world are based on real existence and the effects of our surroundings

**4. Perm do the plan and the alt**

**5. No link- we’re a pipeline that transports oil- their ev is conclusive to systems that carry social masses i.e. trains, cars, buses, rails**

#### 6. Turn- Economic downturn uniquely disenfranchises women

**Epstein 6**

(Cynthia Fuchs, Graduae Center CUNY, Great Divides, <http://www.asanet.org/images/journals/docs/pdf/asr/Feb07ASRFeature.pdf> [1/19/12])

Yet even as the ideology of equality became widespread and brought significant changes, the worldwide status of women remained sub­ordinate to that of men. Stable governments and a new prosperity led to something of a rev­olution in women's statuses in the United States and other countries in the West, notably in Canada with its new charter prohibiting dis­crimination. There was) also an increase in women's employment in the paid labor force in d\e 1 ^ countries of the European Union, includ­ing those countries that traditionally were least likely to provide jobs for women, although the statistics do not reveal the quality of the jobs (Norris 2006). And, of course, women's move­ments have been instrumental in making poor conditions visible. In countries of the Middle East, the East, and the Global South, women are beginning to have representation in political spheres, the professions, and commerce, although their percentage remains quite small. Women's lot rises or falls as a result of regime changes and economic changes and is always at severe risk.-'0 But nowhere are substantial num­bers of women in political control; nowhere do women have the opportunity to carry out nation­al agendas giving women truly equal rights.-'1 30 Hartmann, Love!!, and Werschkul (2004) show how, in the recession of March lo November 2001, there was sustained job loss for women for the first time in 40 years. The economic downturn affected women's employment, labor force participation, and wages 43 months after the start of the recession.

#### 7. Fiat is good and a voting issue-

#### a. Ground – lack of plan focus creates a negative side bias. They can just read links and advocate any turn.

#### b. Resolution matters – it says should which implies a question over federal action. To ignore it is to lie to ourselves.

#### c. Education –nebulous alternatives create an incentive to debate theory because it’s the only way to leverage offense

**8. Perm do the plan then the alt**

#### 9. Reject their impact - it is based on a theory of violence that has debilitating gaps making it misleading and unacceptable

**Walt ‘5**

(Stephen M, Kennedy School of Government, “The Relationship Between Theory and Policy in International Relations” Annual Review of Political Science vol. 8, pg. 27)

Second, a good theory is complete; it does not leave us wondering about the causal relationships at work (Van Evera 1997). For example, a theory stating that “national leaders go to war when the expected utility of doing so outweighs the expected utility of all alternative choices” (Bueno de Mesquita & Lalman 1992) may be logically impeccable, but it does not tell us when leaders will reach this judgment. Similarly, a theory is unsatisfying when it identifies an important causal factor but not the factor(s) most responsible for determining outcomes. To say that “human nature causes war,” or even that “oxygen causes war,” is true in the sense that war as we know it cannot occur in the absence of these elements. But such information does not help us understand what we want to know, namely, when is war more or less likely? Completeness also implies that the theory has no “debilitating gaps,” such as an omitted variable that either makes its predictions unacceptably imprecise or leads to biased inferences about other factors (Nincic & Lepgold 2000, p. 28).

**10. Perm do the plan and reject gender inequality *in all other instances* it’s a double bind either**

**a.) The Perm solves or**

**b.) The alt is too week to overcome a *single instance***

**11. Get real- Patriarchy has been happening forever without their impacts- prefer the 1ac’s existential risks- it’s try or die for the affirmative**

#### 12. Their criticism is epistemologically bankrupt- aff is always preferable to their vacuous alternative

Jones, 96

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## 2ac Cap K

**1. Framework— The neg gets the status quo or a competitive policy option**

**a.) Fairness—the K moots the 1AC—means they’ll win every round**

**b.) Policy-Relevance—we should learn about how the government works and policymaking skills that can only be achieved through role-playing**

**c.) Limits—there are an unlimited amount of critical frameworks—they incentivize philosophy of the week style debating over actual clash and in-depth research**

**2. Perm do the plan *and* stop participating in activities for capital-only using capitalism to fight capitalism can be effective**

Monthly Review, March 1990, v. 41, no. 10, p 38

No institution is or ever has been a seamless monolith. Although the inherent mechanism of American capitalism is as you describe it, oriented solely to profit without regard to social consequences, this does not preclude significant portions of that very system from joining forces with the worldwide effort for the salvation of civilization, perhaps even to the extent of furnishing the margin of success for that very effort.

3. Turn- Capitalism solves war

Bandow ‘5

Doug Bandow, a senior fellow at the Cato Institute, REASON ONLINE, “A Capitalist Peace?”, October 26, 2005 (<http://www.reason.com/news/show/32985.html> accessed: June 26, 2009)

There are a number of reasons why economics appears to trump politics. The shift from statist mercantilism to high-tech capitalism has transformed the economics behind war. Markets generate economic opportunities that make war less desirable. Territorial aggrandizement no longer provides the best path to riches. Free-flowing capital markets and other aspects of globalization simultaneously draw nations together and raise the economic price of military conflict, because the political destabilization resulting from war deters profitable investment and trade. Moreover, sanctions, which interfere with economic prosperity, provides a coercive step short of war to achieve foreign policy ends.

**4. Perm do the plan *then* stop participating in activities that constitute a limited rescue operation for capital**

5. Judge has a moral obligation to endorse cap

Thompson ‘93

C. Bradley Thompson, Assistant Professor of Political Science at Ashland University, ON PRINCIPLE v1n3, “Socialism vs. Capitalism: Which is the Moral System”, October 1993

Despite the intellectuals’ psychotic hatred of capitalism, it is the ***only*** moral and just social system. Capitalism is the only moral system because it requires human beings to deal with one another as traders--that is, as free moral agents trading and selling goods and services on the basis of mutual consent. Capitalism is the only just system because the sole criterion that determines the value of thing exchanged is the free, voluntary, universal judgement of the consumer. Coercion and fraud are anathema to the free-market system. It is both moral and just because the degree to which man rises or falls in society is determined by the degree to which he uses his mind. Capitalism is the only social system that rewards merit, ability and achievement, regardless of one’s birth or station in life.

**6. No Link- the plan does not advertise capitalism through transportation- we claim the outcomes of the advantages off of what we believe is best for society and existence**

**7. Perm do the plan and reject capitalism in *all other instances*- it’s a double bind either**

**A.) The Perm Solves or**

**B) The alt is too weak to overcome a *single instance* of cap**

9. Prefer our evidence: The neg’s arguments are written by hacks that are only attempting to make their place in the capitalist society that they kritik

Saunders ‘7

Peter Saunders, professor emeritus at the [Centre for Independent Studies](http://en.wikipedia.org/wiki/Centre_for_Independent_Studies) and Adjunct Professor at the [Australian Graduate School of Management](http://en.wikipedia.org/wiki/Australian_Graduate_School_of_Management). He was previously of [University of Sussex](http://en.wikipedia.org/wiki/University_of_Sussex) in England, WHY CAPITALISM IS GOOD FOR THE SOUL, 2007, http://www.cis.org.au/POLICY/summer%2007-08/saunders\_summer07.html

Joseph Schumpeter offered part of the answer. He observed that capitalism has brought into being an educated class that has no responsibility for practical affairs, and that this class can only make a mark by criticising the system that feeds them.(27) Intellectuals attack capitalism because that is how they sell books and build careers. More recently, Robert Nozick has noted that intellectuals spend their childhoods excelling at school, where they occupy the top positions in the hierarchy, only to find later in life that their market value is much lower than they believe they are worth. Seeing ‘mere traders’ enjoying higher pay than them is unbearable, and it generates irreconcilable disaffection with the market system.(28) But the best explanation for the intellectuals’ distaste for capitalism was offered by Friedrich Hayek in The Fatal Conceit.(29) Hayek understood that capitalism offends intellectual pride, while socialism flatters it. Humans like to believe they can design better systems than those that tradition or evolution have bequeathed. We distrust evolved systems, like markets, which seem to work without intelligent direction according to laws and dynamics that no one fully understands. Nobody planned the global capitalist system, nobody runs it, and nobody really comprehends it. This particularly offends intellectuals, for capitalism renders them redundant. It gets on perfectly well without them. It does not need them to make it run, to coordinate it, or to redesign it. The intellectual critics of capitalism believe they know what is good for us, but millions of people interacting in the marketplace keep rebuffing them. This, ultimately, is why they believe capitalism is ‘bad for the soul’: it fulfils human needs without first seeking their moral approval**.**

**10. Utopian fiat is bad – not reciprocal since we are stuck to the resolution – and also sidesteps the core literature base of the topic – also forces the 2AC to spend extra time to compensate**

**11. The alternative is a slippery slop- even if the plan links they have no evidence that proves that they can solve for the advantages means you vote affirmative**

## A2: Cap K

1. No Link –
2. Our oil and Canada advantages are not an attempt to expand capital interests to other worlds, it is merely to act in the face of existential risks and preserve humanity.
3. Case Outweighs – we prevent Chinese oil tanker spills- which would inevitably happen if Obama does not pass Keystone

### Cap Good –

* 1. Key to spread democracy

Griswold 4 (Daniel T., Associate Director of the Center for Trade Policy Studies – Cato Institute, “Trading Tyranny for Freedom: How Open Markets Till the Soil for Democracy”, Cato Trade Policy Analysis, 1-6, http://www.freetrade.org/node/37)

Political scientists have long noted the connection between economic development, political reform and democracy. Increased trade and economic integration promote civil and political freedoms directly by opening a society to new technology, communications and democratic ideas. Economic liberalization provides a counterweight to governmental power and creates space for civil society. And by promoting faster growth, trade promotes political freedom indirectly by creating an economically independent and politically aware middle class. In an April 2002 speech urging Congress to grant him trade promotion authority, President Bush argued, "Societies that are open to commerce across their borders are more open to democracy within their borders." In a new study for the Cato Institute, "Trading Tyranny for Freedom: How Open Markets Till the Soil for Democracy," I conclude that that those assumptions rest on solid ground. Around the globe, the recent trend towards globalization has been accompanied by a trend toward greater political and civil liberty**.** In the past 30 years, cross-border flows of trade, investment and currency have increased dramatically, and far faster than output itself. During that same period, political and civil liberties have been spreading around the world. Every year, the New York-based human rights think tank Freedom House (search) rates every country in the world according to its political and civil freedom. It classifies countries as either "Free"--where governments are freely elected and civil liberties are fully protected; "Partly Free"--where there is limited respect for political rights and civil liberties; and "Not Free"--where basic political rights are absent and basic civil liberties were widely and systematically denied. According to Freedom House, the share of the world's population living in countries that are "Free" has jumped from 35 percent to 44 percent.

Impact is extinction

Larry Diamond, 95 Hoover Institution, Stanford University, December, PROMOTING DEMOCRACY IN THE 1990S, 1995, p. http://www.carnegie.org//sub/pubs/deadly/diam\_rpt.html //

Nuclear, chemical and biological weapons continue to proliferate. The very source of life on Earth, the global ecosystem, appears increasingly endangered. Most of these new and unconventional threats to security are associated with or aggravated by the weakness or absence of democracy, with its provisions for legality, accountability, popular sovereignty and openness. The experience of this century offers important lessons. Countries that govern themselves in a truly democratic fashion do not go to war with one another. They do not aggress against their neighbors to aggrandize themselves or glorify their leaders. Democratic governments do not ethnically "cleanse" their own populations, and they are much less likely to face ethnic insurgency. Democracies do not sponsor terrorism against one another. They do not build weapons of mass destruction to use on or to threaten one another. Democratic countries form more reliable, open, and enduring trading partnerships. In the long run they offer better and more stable climates for investment. They are more environmentally responsible because they must answer to their own citizens, who organize to protest the destruction of their environments

### Affirmative Answer—Reform within the system key

only using capitalism to fight capitalism can be effective

Monthly Review, March 1990, v. 41, no. 10, p 38

No institution is or ever has been a seamless monolith. Although the inherent mechanism of American capitalism is as you describe it, oriented solely to profit without regard to social consequences, this does not preclude significant portions of that very system from joining forces with the worldwide effort for the salvation of civilization, perhaps even to the extent of furnishing the margin of success for that very effort.

### Cap Sustainable - Environment

To maintain a hi-tech, environmentally sustainable country a capitalist system is the only possible system

Martin W. Lewis, Director of International Relations, Stanford University, “Green Delusions: An Environmentalist Critique of Radical Environmentalism,”1992 pg. 19

Only a capitalist economy can generate the resources necessary for the development of a technologically sophisticated, ecologically sustainable global economy. In embracing capitalism I do not thereby advocate the laissez-faire approach of the Republican right. To say that the market plays an essential role is not to say that it should be given full sway. As Robert Kuttner ( 1991) persuasively argues, the laissez-faire ideology has actually placed shackles on the American economy; it has rather been the "social market" economies, like that of Germany, that have shown the greatest dynamism in the postwar period. Moreover, if the example of Japan teaches us anything, it should be that economic success stems rather from "combining free markets and individual initiative with social organization"

A2: Cap K

### Case outweighs –

#### Economy decline – Extend Alois and Cheng 7, we outweigh on magnitude. The extinction of a keystone species such as plankton destroy the environment risking extinction of humanity. Even in a moral framework, we outweigh as we condemn potential future humanity to non-existence due to the negative’s claim to ethics. Extend Economic Acemoglu 12- economic stimulus breaks down poverty gaps- that’s Gilligan 96 The attempt to save humanity comes first.

A2: Cap K

* 1. Canada- Now is the key time to preserve relations between countries to preserve missile defense systems that allow the us to remain stable in the face of an existential threat. The alt can’t immediately solve for the realist perception and actions of other nations in the status quo, meaning this impact still needs to be weighed.
1. **Perm: do the plan and all non-mutually exclusive parts of the alternative.**

**This puts them in a double bind: either the Plan swamps the alt, can’t overcome residual links, and it doesn’t solve OR the Alt solves back for all residual links.**

1. The alternative’s leftist withdrawal from state action cedes the political to conservative elites who would use protest to reinforce their position of power

**Zizek,** Nov 15, 20**07**, Resistance Is Surrender, (http://www.lrb.co.uk...22/zize01\_.html)

The response of some critics on the postmodern Left to this predicament is to call for a new politics of resistance. Those who still insist on fighting state power, let alone seizing it, are accused of remaining stuck within the “old paradigm”: the task today, their critics say, is to resist state power by withdrawing from its terrain and creating new spaces outside its control. This is, of course, the obverse of accepting the triumph of capitalism. The politics of resistance is nothing but the moralising supplement to a Third Way Left. Simon Critchley’s recent book, Infinitely Demanding, is an almost perfect embodiment of this position.[\*] For Critchley, the liberal-democratic state is here to stay. Attempts to abolish the state failed miserably; consequently, the new politics has to be located at a distance from it: anti-war movements, ecological organisations, groups protesting against racist or sexist abuses, and other forms of local self-organisation. It must be a politics of resistance to the state, of bombarding the state with impossible demands, of denouncing the limitations of state mechanisms. The main argument for conducting the politics of resistance at a distance from the state hinges on the ethical dimension of the “infinitely demanding” call for justice: no state can heed this call, since its ultimate goal is the “real-political” one of ensuring its own reproduction (its economic growth, public safety, etc). “Of course,” Critchley writes, History is habitually written by the people with the guns and sticks and one cannot expect to defeat them with mocking satire and feather dusters. Yet, as the history of ultra-leftist active nihilism eloquently shows, one is lost the moment one picks up the guns and sticks. Anarchic political resistance should not seek to mimic and mirror the archic violent sovereignty it opposes. So what should, say, the US Democrats do? Stop competing for state power and withdraw to the interstices of the state, leaving state power to the Republicans and start a campaign of anarchic resistance to it? And what would Critchley do if he were facing an adversary like Hitler? Surely in such a case one should “mimic and mirror the archic violent sovereignty” one opposes? Shouldn’t the Left draw a distinction between the circumstances in which one would resort to violence in confronting the state, and those in which all one can and should do is use “mocking satire and feather dusters”? The ambiguity of Critchley’s position resides in a strange non sequitur: if the state is here to stay, if it is impossible to abolish it (or capitalism), why retreat from it? Why not act with(in) the state? Why not accept the basic premise of the Third Way? Why limit oneself to a politics which, as Critchley puts it, “calls the state into question and calls the established order to account, not in order to do away with the state, desirable though that might well be in some utopian sense, but in order to better it or attenuate its malicious effect”? These words simply demonstrate that today’s liberal-democratic state and the dream of an “infinitely demanding” anarchic politics exist in a relationship of mutual parasitism: anarchic agents do the ethical thinking, and the state does the work of running and regulating society. Critchley’s anarchic ethico-political agent acts like a superego, comfortably bombarding the state with demands; and the more the state tries to satisfy these demands, the more guilty it is seen to be. In compliance with this logic, the anarchic agents focus their protest not on open dictatorships, but on the hypocrisy of liberal democracies, who are accused of betraying their own professed principles. The big demonstrations in London and Washington against the US attack on Iraq a few years ago offer an exemplary case of this strange symbiotic relationship between power and resistance. Their paradoxical outcome was that both sides were satisfied. The protesters saved their beautiful souls: they made it clear that they don’t agree with the government’s policy on Iraq. Those in power calmly accepted it, even profited from it: not only did the protests in no way prevent the already-made decision to attack Iraq; they also served to legitimise it. Thus George Bush’s reaction to mass demonstrations protesting his visit to London, in effect: “You see, this is what we are fighting for, so that what people are doing here protesting against their government policy will be possible also in Iraq!” It is striking that the course on

A2: Cap K

which Hugo Chavez has embarked since 2006 is the exact opposite of the one chosen by the postmodern Left: far from resisting state power, he grabbed it (first by an attempted coup, then democratically), ruthlessly using the Venezuelan state apparatuses to promote his goals. Furthermore, he is militarising the barrios, and organising the training of armed units there. And, the ultimate scare: now that he is feeling the economic effects of capital’s resistance to his rule (temporary shortages of some goods in the state-subsidised supermarkets), he has announced plans to consolidate the 24 parties that support him into a single party. Even some of his allies are sceptical about this move: will it come at the expense of the popular movements that have given the Venezuelan revolution its plan? However, this choice, though risky, should be fully endorsed: the task is to make the new party function not as a typical state socialist (or Peronist) party, but as a vehicle for the mobilisation of new forms of politics (like the grass roots slum committees). What should we say to someone like Chavez “No, do not grab state power, just withdraw, leave the state and the current situation in place”? Chavez is often dismissed as a clown, but wouldn’t such a withdrawal just reduce him to a version of Subcomandante Marcos, whom many Mexican leftists now refer to as “Subcomediante Marcos”? Today, it is the great capitalists: Bill Gates, corporate polluters, fox hunters who “resist” the state. The lesson here is that the truly subversive thing is not to insist on “infinite” demands we know those in power cannot fulfill. Since they know that we know it, such an “infinitely demanding” attitude presents no problem for those in power: “So wonderful that, with your critical demands, you remind us what kind of world we would all like to live in. Unfortunately, we live in the real world, where we have to make do with what is possible.” The thing to do is, on the contrary, to bombard those in power with strategically well-selected, precise, finite demands, which can’t be met with the same excuse.

This leads to extinction

Boggs 1997 [Carl, National University, Los Angeles, Theory and Society, “The great retreat: Decline of the public sphere in late twentieth-century America”]

The decline of the public sphere in late twentieth-century America poses a series of great dilemmas and challenges. Many ideological currents scrutinized here – localism, metaphysics, spontaneism, post-modernism, Deep Ecology – intersect with and reinforce each other. While these currents have deep origins in popular movements of the 1960s and 1970s, they remain very much alive in the 1990s. Despite their different outlooks and trajectories, they all share one thing in common: a depoliticized expression of struggles to combat and overcome alienation. The false sense of empowerment that comes with such mesmerizing impulses is accompanied by a loss of public engagement, an erosion of citizenship and a depleted capacity of individuals in large groups to work for social change.As this ideological quagmire worsens, urgent problems that are destroying the fabric of American society will go unsolved– perhaps even unrecognized – only to fester more ominously in the future. And such problems (ecological crisis, poverty, urban decay, spread of infectious diseases, technological displacement of workers) cannot be understood outside the larger social and *global* context of internationalized markets, finance, and communications. Paradoxically, the widespread retreat from politics, often inspired by localist sentiment, comes at a time when agendas that ignore or sidestep these global realities will, more than ever, be reduced to impotence. In his commentary on the state of citizenship today, Wolin refers to the increasing sublimation and dilution of politics, as larger numbers of people turn away from public concerns toward private ones. By diluting the life of common involvements, we negate the very idea of politics as a source of public ideals and visions. 74 In the meantime, the fate of the world hangs in the balance. The unyielding truth is that, even as the ethos of anti-politics becomes more compelling and even fashionable in the United States, it is the vagaries of political power that will continue to decide the fate of human societies. This last point demands further elaboration. The shrinkage of politics hardly means that corporate colonization will be less of a reality, that social hierarchies will somehow disappear, or that gigantic state and military structures will lose their hold over people’s lives. Far from it: the space abdicated by a broad citizenry, well-informed and ready to participate at many levels, can in fact be filled by authoritarian and reactionary elites – an already familiar dynamic in many lesser-developed countries. The fragmentation and chaos of a Hobbesian world, not very far removed from the rampant individualism, social Darwinism, and civic violence that have been so much a part of the American landscape, could be the prelude to a powerful Leviathan designed to impose order in the face of disunity and atomized retreat. In this way the eclipse of politics might set the stage for a *reassertion* of politics inmore virulent guise – or it might help further rationalize the existing power structure. In either case, the state would likely become what Hobbes anticipated: the embodiment of those universal, collective interests that had vanished from civil society. 75

### Vague alts bad

* 1. **Lets the neg shift what the alt really is after the 2AC**
	2. **Breaks political ethicacy because they can’t define a strategic course of action from the beginning. If they really cared about their revolution so much they would have had a definite course of action in the 1NC**
	3. **Voter for fairness and education**

A2: Cap K

### Framework:

**Interpretation: Our interpretation is that the affirmative should be able to weigh the impacts against the criticism—this is better for debate because:**

* 1. **Fairness—there are an infinite number of frameworks that the Aff can’t predict which rigs the game for the negative**
	2. **Policy implications are necessary to policy education—this type of debate is a unique opportunity for policy analysis.**
	3. Util Good –
1. Existence is the only intrinsic value

Levinson 4 – Philosophy Professor, Maryland (Jerrold, Intrinsic Value and the Notion of a Life, Journal of Aesthetics and Art Criticism 62.4, ebsco, AG)

What likely does have intrinsic value, however, is that there be lives that contain satisfying experiences of Brahms’s symphony and that are characterized in various further ways that assure that the ostensible goodness of those satisfying experiences is not undermined. IX. CONCLUDING REMARKS I have proposed that richly sentient lives being certain ways are the prime, and very likely the only, subjects of sustainable claims of intrinsic value. I have defended that proposal mainly by highlighting its superiority to proposals according external affairs being of certain sorts or experiences being of certain characters that role instead, and by showing how lives are of just the right scope to have their ostensible values pass the tests of self-containedness and persistence. If what I have argued here is correct, we now know what form sustainable claims of intrinsic value must take. They must say something to the effect that some richly sentient life being a certain way is intrinsically good or bad. And if what I have argued here is correct we now know what we should ultimately want, unconditionally, and for its own sake. Not that certain objects exist, nor that certain experiences occur, nor that certain impersonal states of affairs obtain, but that richly sentient lives, our own and those of others, be certain ways. Naturally, that is not all we want to know. It is not even what we most want to know. We most want to know what the ways are that make such claims true, that is, what are the ways that such lives should be. But there is, so far as I know, no algorithm for that. Figuring it out is, rather, the work of a lifetime. And not all of that work is philosophical.14

1. Ethical policymaking requires calculation of feasibility and time-sensitive consequences—refusing consequentialism allows atrocity in the name of ethical purity

Gvosdev 5 – executive editor of The National Interest (Nikolas, The Value(s) of Realism, SAIS Review 25.1, pmuse, AG)

As the name implies, realists focus on promoting policies that are achievable and sustainable. In turn, the morality of a foreign policy action is judged by its results, not by the intentions of its framers. A foreign policymaker must weigh the consequences of any course of action and assess the resources at hand to carry out the proposed task. As Lippmann warned, Without the controlling principle that the nation must maintain its objectives and its power in equilibrium, its purposes within its means and its means equal to its purposes, its commitments related to its resources and its resources adequate to its commitments, it is impossible to think at all about foreign affairs.8 Commenting on this maxim, Owen Harries, founding editor of The National Interest, noted, "This is a truth of which Americans—more apt to focus on ends rather than means when it comes to dealing with the rest of the world—need always to be reminded."9 In fact, Morgenthau noted that "there can be no political morality without prudence."10 This virtue of prudence— which Morgenthau identified as the cornerstone of realism—should not be confused with expediency. Rather, it takes as its starting point that it is more moral to fulfill one's commitments than to make "empty" promises, and to seek solutions that minimize harm and produce sustainable results. Morgenthau concluded: [End Page 18] Political realism does not require, nor does it condone, indifference to political ideals and moral principles, but it requires indeed a sharp distinction between the desirable and the possible, between what is desirable everywhere and at all times and what is possible under the concrete circumstances of time and place.11 This is why, prior to the outbreak of fighting in the former Yugoslavia, U.S. and European realists urged that Bosnia be decentralized and partitioned into ethnically based cantons as a way to head off a destructive civil war. Realists felt this would be the best course of action, especially after the country's first free and fair elections had brought nationalist candidates to power at the expense of those calling for inter-ethnic cooperation. They had concluded—correctly, as it turned out—that the United States and Western Europe would be unwilling to invest the blood and treasure that would be required to craft a unitary Bosnian state and give it the wherewithal to function. Indeed, at a diplomatic conference in Lisbon in March 1992, the various factions in Bosnia had, reluctantly, endorsed the broad outlines of such a settlement. For the purveyors of moralpolitik, this was unacceptable. After all, for this plan to work, populations on the "wrong side" of the line would have to be transferred and resettled. Such a plan struck directly at the heart of the concept of multi-ethnicity—that different ethnic and religious groups could find a common political identity and work in common institutions. When the United States signaled it would not accept such a settlement, the fragile consensus collapsed. The United States, of course, cannot be held responsible for the war; this lies squarely on the shoulders of Bosnia's political leaders. Yet Washington fell victim to what Jonathan Clarke called "faux Wilsonianism," the belief that "high-flown words matter more than rational calculation" in formulating effective policy, which led U.S. policymakers to dispense with the equation of "balancing commitments and resources."12 Indeed, as he notes, the Clinton administration had criticized peace plans calling for decentralized partition in Bosnia "with lofty rhetoric without proposing a practical alternative." The subsequent war led to the deaths of tens of thousands and left more than a million people homeless. After three years of war, the Dayton Accords—hailed as a triumph of American diplomacy—created a complicated arrangement by which the federal union of two ethnic units, the Muslim-Croat Federation, was itself federated to a Bosnian Serb republic. Today, Bosnia requires thousands of foreign troops to patrol its internal borders and billions of dollars in foreign aid to keep its government and economy functioning. Was the aim of U.S. policymakers, academics and journalists— creating a multi-ethnic democracy in Bosnia—not worth pursuing? No, not at all, and this is not what the argument suggests. But aspirations were not matched with capabilities. As a result of holding out for the "most moral" outcome and encouraging the Muslim-led government in Sarajevo to pursue maximalist aims rather than finding a workable compromise that could have avoided bloodshed and produced more stable conditions, the peoples of Bosnia suffered greatly. In the end, the final settlement was very close [End Page 19] to the one that realists had initially proposed—and the one that had also been roundly condemned on moral grounds.

A2: Cap K

### Plan inclusive critiques bad:

* 1. Ground- they steal our ability to generate offense against the critique and force us to justify 1AC assumptions in a vacuum.
	2. Predictability- We can’t prepared for the thousands of assumptions that our evidence makes in a world where we can’t leverage the 1AC.
	3. Moving Target- They don’t have a text to the alternative so it’s impossible to tell what part of the plan they do.
	4. Fairness- PIKs don’t test the validity of the affirmative. This answers their inevitable aff side bias arguments- PIKs link turn them and make it impossible to be affirmative.
	5. Potential abuse is a voting issue- They justify a world of abusive negative argumentation. This is a reason to reject the team, not the argument. Fairness trumps education- no one plays a rigged game.

## 2ac Ableism K

**1. Framework— The neg gets the status quo or a competitive policy option**

**a.) Fairness—the K moots the 1AC—means they’ll win every round**

**b.) Policy-Relevance—we should learn about how the government works and policymaking skills that can only be achieved through role-playing**

**c.) Limits—there are an unlimited amount of critical frameworks—they incentivize philosophy of the week style debating over actual clash and in-depth research**

**d.) Rejection of policymaking dooms the aff- disrupting the inequitable social constructions of people with disabilities is insufficient and leaves the disabled people excluded. Only focusing on practical politics can produce empowerment for the disabled while disrupting oppressive norms**

**Dewsbury et al ‘4**

(Guy, Lancaster Univ, Karen Clarke, Lancaster Univ, Dave Randalll, Manchester Metropolitan Univ, Mark Rouncefield Lancaster, Ian Sommerville, Lancaster, The anti-social model of disability, Disability & Society, 19.2 March)

We do not share all these concerns as they apply to the social model of disability, for we are not menaced by constructionism, nor do we wish to promote one variety of truth claim over another. We are concerned specifically with how this helps. The constructionist focus, we feel, has altered our perspective on expertise such that where we had previously unquestioningly accepted the professional expertise of medical practitioners, we now equally unquestioningly accept the expertise of the sociologist who wishes to undermine it. The social constructionist, that is, provides professional explanation by revealing the hidden nature of the social world in and through a number of typical steps. These include: 1. Showing that definitions of a given concept are shifting, especially historically. Many social constructionist studies draw attention to the ways in which explanations that were accepted as matters of fact were embedded in the ideologies or discourses of the time and can now be clearly seen as absurd or wrong. 2. Deriving from this that ‘things could be otherwise’ insofar as new and ‘constructionist’ models can be used contrastively with models that have preceded them, including models that still have a currency. 3. Arguing that in some way this challenges the ‘social reality’ of the concept in question. 4. Suggesting that this challenge to the social reality of any given social fact has important political consequences and that the social constructionist is pivotal in the realization of these consequences. We think there may be problems here, mainly with steps 3 and 4. As Hacking (1999) has convincingly shown the validity and importance of challenges to social reality depend very much on what kind of challenge they are. Equally, we will suggest that the apparent political importance of the constructionist position is largely rhetorical. This is not to understate its importance, for rhetoric is a powerful force, but it does not assist us with our ‘what to do next’ problem. In explicating the various ways in which disability is a social construct the Social Model highlights the social features of what, on first consideration, might appear as a purely physical problem. As Humphrey argues: ‘… the social model harbours a number of virtues in redefining disability in terms of a disabling environment, repositioning disabled people as citizens with rights, and reconfiguring the responsibilities for creating, sustaining and overcoming disablism’ (Humphrey, 2000, p. 63). Again, there are self-evident, political, advantages in adopting this position. As Hacking suggests, ‘it can still be liberating suddenly to realize that something is constructed and is not part of the nature of things, of people, or human society’ (Hacking, 1999, p. 35). However, the metaphor has grown tired, if not tiresome, and in the matter of what we call ‘practical politics’, that is the quite ordinary business of making-do, managing, coping (and obviously everyone ‘makes do’, not just disabled people) that might inform the design-related questions we want to ask, it is for the most part empty. In order to pursue this theme, we need to examine the sense in which the ‘social model’ can be seen as ‘radical’, for as with so many similar avowals there is less to this than meets the eye. Despite the supposedly ‘radical’ nature and claims of the social model of disability it clearly engages in the ordinary business of sociology and, as Button (1991) suggests, any radical claims are readily absorbed into everyday sociological debate. That is, radical political commitments are not radical sociologies—they are, from within a sociological perspective, unremarkable. Radical causes are the very stuff of conventional sociology, conducted along conventional lines. Even, for example, the argument that some current sociological approaches propagate a ‘disablist’ view of society that legitimates the treatment of disabled people, whilst simultaneously obscuring their real position within society is but a pale imitation of earlier, similar, Feminist and Marxist arguments. The application of the idea may be new but the idea itself, and the argument presented, is not.

### 2. Reps don’t shape reality- our perceptions of the world are based on real existence and the effects of our surroundings

**3. Perm do the plan and the alt**

**4. No link- our plan is freaking *pipeline* for the purpose of exporting *oil*- their ev is in the context of *city-layouts and architecture***

**5. Perm do the plan and reject *all other instances* of ableist rhetoric- it’s a double bind either**

**a.) The perm solves or**

**b.) The alt is too weak to overcome a *single instance***

**6. The case outweighs-**

**a.) Existential threats massively dwarf non-unique impacts such as the forms of oppression they describe**

**b.) Existence is a *pre-requisite* to resolving ethical considerations**

**c.) A world post nuclear-fallout would be one of substantial oppression and segregation**

**7. Perm do the plan then the alt**

**8. Ableism is a performative establishment of relationships to ‘disabled bodies’ through a process of marking oppositional bodies according to arbitrary forms of productivity and civility. The question of inclusion and mastery established in the affirmative’s ontology replicates the ableist project and forecloses the possibility of critique**

[Campbell](http://journal.media-culture.org.au/index.php/mcjournal/article/viewArticle/46/0) **‘8** [ Fiona Kumari Convenor of the Disability Studies major in the School of Human Services, Griffith University. Existing in distant relation to Terra Abled, she inhabits the zone of peripheral subjectivities (crip, queer, south Asian and Jewish). Fiona is interested in ways technology and law create and recite disability. She is currently working on her first book Contours of Ableism. M/C Journal, Vol. 11, No. 3 (2008) - 'able' [Home](http://journal.media-culture.org.au/index.php/mcjournal/index) > [Vol. 11, No. 3 (2008)](http://journal.media-culture.org.au/index.php/mcjournal/issue/view/able) Refusing Able(ness): A Preliminary Conversation about Ableism

Georges Canguilhem (69) states “every generality is the sign of an essence, and every perfection the realization of the essence … a common characteristic, the value of an ideal type”. If this is the case, what then is the essence of normative abled(ness)? Such a question poses significant conceptual challenges including the dangers of bifurcation. It is reasonably easy to speculate about the knowingness of life forms deemed disabled in spite of the neologism of disability’s catachresis orientation. In contrast – able-bodied, corporeal perfectedness has an elusive core (other than being posed as transparently average or normal). Charting a criterion of Abled to gain definitional clarity can result in a game of circular reductionism – saying what it is in relation to what it isn’t, that which falls away. Disability performances are invoked to mean “any body capable of being narrated as outside the norm” (Mitchell 17). Such as analysis belies the issue whether at their core women’s, black and queer bodies are ultimately ontologically and materially disabled? Inscribing certain bodies in terms of deficiency and essential inadequacy privileges a particular understanding of normalcy that is commensurate with the interests of dominant groups (and the assumed interests of subordinated groups). Indeed, the formation of ableist relations requires the normate individual to depend upon the self of ‘disabled’ bodies being rendered beyond the realm of civility, thus becoming an unthinkable object of apprehension. The unruly, uncivil, disabled body is necessary for the reiteration of the ‘truth’ of the ‘real/essential’ human self who is endowed with masculinist attributes of certainty, mastery and autonomy. The discursive practices that mark out bodies of preferability are vindicated by abject life forms that populate the constitutive outside of the thinkable (that which can be imagined and re-presented) and those forms of existence that are unimaginable and therefore unspeakable. The emptying (kenosis) of normalcy occurs through the purging of those beings that confuse, are misrecognizable or as Mitchell (17) describes as “recalcitrant corporeal matter” into a bare life (see Agamben) residing in zone of exceptionality. This foreclosure depends on necessary unspeakability to maintain the continued operation of hegemonic power (c.f. Butler). For every outside there is an inside that demands differentiation and consolidation as a unity. To borrow from Heidegger– in every aletheia(unveiling or revealedness) of representation there lies a concealedness. The visibility of the ableist project is therefore only possible through the interrogation of the revealedness of disability/not-health and abled(ness). Marcel Detienne summarizes this system of thought aptly: [Such a] … system is founded on a series of acts of partition whose ambiguity, here as elsewhere, is to open up the terrain of their transgression at the very moment when they mark off a limit. To discover the complete horizon of a society’s symbolic values, it is also necessary to map out its transgressions, its deviants ( ix). Viewing the disabled body as simply matter out of place that needs to dispensed with or at least cleaned up is erroneous. The disabled body has a place, a place in liminality to secure the performative enactment of the normal. Detienne’s summation points to what we may call the double bind of ableism when performed within western neo-liberal polities. The double bind folds in on itself – for whilst claiming ‘inclusion’, ableism simultaneously always restates and enshrines itself. On the one hand, discourses of equality promote ‘inclusion’ by way of promoting positive attitudes (sometimes legislated in mission statements, marketing campaigns, equal opportunity protections) and yet on the other hand, ableist discourses proclaim quite emphatically that disability is inherently negative, ontologically intolerable – and in the end a dispensable remnant. This casting results in an ontological foreclosure wherein positive signification of disability becomes unspeakable. Disability can’t be thought of/spoken about on any other basis than the negative, to do so, to invoke oppositional discourses, is to run the risk of further pathologisation. An example of this are attempts at desiring or celebrating disability which are reduced to a fetish or facticity disorder. So to explicate ourselves out of this double bind we need to persistently and continually return to the matter of disability as negative ontology, as a malignancy, that is, as the property of a body constituted by what Michael Oliver refers to as, “the personal tragedy theory of disability.” (32) Returning to the matter of definitional clarity around Abled(ness). Robert McRuer is one of the few scholars to journey into ableism’s non-axiomatic life. He argues that ableism (McRuer refers to compulsory abled-bodiedness) emanates from everywhere and nowhere, and can only be deduced by crafty reductionisms. Contra the assertions about the uncontainability of disabled bodies which are (re)contained by the hyper prescription and enumeration, the abled body mediated through its assumption of compulsion is absent in its presence – it just is – but resists being fully deducible. Drawing on Butler’s work, McRuer writes everyone is virtually disabled, both in the sense that able-bodied norms are ‘intrinsically impossible to embody’ fully and in the sense that able-bodied status is always temporary, disability being the one identity category that all people will embody if they live long enough. What we might call a critically disability position, however, would differ from such a virtually disabled position [to engagements that have] resisted the demands of compulsory able-bodiedness … (95–96) My argument is that insofar as this conception of disability is assumed within discourses of ableism, the presence of disability upsets the modernist craving for ontological security. The conundrum disability is not a mere fear of the unknown, nor an apprehensiveness towards that which is foreign or strange. Rather, disability and disabled bodies are effectively positioned in the nether regions of ‘unthought’. For the ongoing stability of ableism, a diffuse network of thought depends upon the capacity of that network to ‘shut away’, to exteriorise, and unthink disability and its resemblance to the essential (ableist) human self. This unthought has been given much consideration through the systematisation and classification of knowledges about pathology, aberration and deviance. That which is thought about (the Abled norm) rather ironically in its delimitation becomes vacuous and elusive. In order for the notion of ableness to exist and to transmogrify into the sovereign subject, the normate individual of liberalism, it must have a constitutive outside – that is, it must participate in a logic of supplementarity. When looking at relations of disability and ableism we can expand on this idea of symbiosis, an ‘unavoidable duality’ by putting forward another metaphor, that of the mirror. Here I argue that people deemed disabled take on the performative act of mirroring in the lives of normative subjects: To be a Mirror is different from being a Face that looks back … with a range of expression and responsiveness that are responses of a Subject-in-Its-Own-Right. To be positioned as a Mirror is to be Put Out of Countenance, to Lose Face. (Narayan 141) In this respect, we can speak in ontological terms of the history of disability as a history of that which is unthought, to be put out of countenance; this figuring should not be confused with erasure that occurs due to mere absence or exclusion. On the contrary, disability is always present (despite its seeming absence) in the ableist talk of normalcy, normalization, and humanness (cf. Overboe ) on the idea of normative shadows). Disability’s truth-claims are dependent upon discourses of ableism for their very legitimization.

**9. The alt fails- trying to overcome disability oppression does not lead to social change, non-disabled won’t surrender power**

**Donoghue ‘3**

(Christopher, Fordham University, Challenging the authority of the medical definition of disability: an analysis of the resistance to the social constructionist paradigm, Disability & Society 18.2)

In an effort to debunk the entrenched authority of the medical model, a social constructionist paradigm has been adopted by many disability theorists and activists. They have suggested that society normally creates a negative social identity for people with disabilities (Gergen, 1985; Fine & Asch, 1988; Scotch, 1988; Brzuzy, 1997).

Through the construction of this identity, which is typically characterised by deviant or abnormal behaviour, the non-disabled majority is granted a legitimate means to exclude and isolate people with disabilities. As removed members of society, their contributions are often discredited and their successes are treated as aberrations. Likewise, the expectations of people with disabilities are chronically low, and there is an ever-present suggestion that their lives are not necessarily worth living. This identity has been argued to derive from the medical model, which defines a disability as a deficiency that restricts one’s ability to perform normal life activities. By adopting the social constructionist viewpoint, theorists and activists have contended that society has created disability by choosing not to remove structural constraints that would enable more people to participate and gain access to social resources. The social constructionist approach was an effective ideological rejoinder to the established medical model. Yet the question of how to convince the non-disabled majority that society has disabled certain individuals has not been adequately resolved. The activists attempted to adopt the social constructionist theory as a basis for a minority group model of disability. They would use this model to support a plea for action to people with disabilities as a mechanism to overcome the oppression being inflicted upon them by the non-disabled majority. While it is clear that such a transformation of the definition of disability among academics and disability activists has clearly taken hold, the disability movement appears to have achieved only limited success in changing the views of the non-disabled majority. By accepting the reward of civil rights protection without insisting that the medical model be publicly dismantled, the hopes of the disability activists to change the views of the broader public may have been sacrificed. The willingness to make this concession may have stemmed from the belief among social constructionist theorists that society will change its perception of disability if it is merely demonstrated that the prior notion has been made unjustly. From a structural point of view, it would seem to take much more to convince a dominant group in society that it needs to redistribute power and access to its treasured resources. The more desirable arrangement to the non-disabled majority is one that maintains the superiority of people with ‘normal’ abilities. As a result, the disabled are typically described as dysfunctional and are often perceived to be incapable of understanding the world in the same way that ‘normal’ people do. Although social constructionists argue that such judgements regarding how people should be able to think or act are subjective notions that stem from dominant social ideologies, they may be said to underestimate the extent to which those ideologies are created and legitimated by the non-disabled majority because they best serve their interests.

###  Ableism Blocks

1. No link- we aren’t city infrastructure and we don’t specialize our transportation to able or disabled people. In fact, we don’t even allocate transportation for humans.

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### A2: transportation links

They cant indict all transportation – there is the possibility for positivity in transportation infrastructure toward disability

#### Link turn

Not having access to transportation creates an ableist culture, the disabled are not able to have the mobility of any other citizen. aff

**Casas '07** Irene Casas National Center for Geographic Information and Analysis University at Buffalo SUNY, Volume 59, Number 4, November 2007 http://onlinelibrary.wiley.com/doi/10.1111/j.1467-9272.2007.00635.x/pdf

**In transportation, this is reflected in the ability of the transport system to provide to all members of a society the same level of access to different opportunities. When access/social rights are not secured and a population is at a disadvantage, social exclusion occurs (Bhalla and Lapeyre 1997). Groups at a potential disadvantage often include people with disabilities, women, the elderly, children, those living in certain areas (urban/rural), and people who are subject to certain forms of prejudice, including race or sex** (Torrance 1992; Hine and Grieco 2003). **Traditionally social exclusion indicators have been based on local indices of deprivation that do not account for the transport system** (Bhalla and Lapeyre 1997; DETR 2000; Grieco, Turner, and Hine 2000; Hodgson and Turner 2003; Litman 2003). **These indices are not suitable in certain disadvantaged groups, such as the disabled, where local clusters are not the norm and where exclusion is not necessarily based on lack of access to the transport system. Rather, for the disabled, difficulties are more in terms of mobility, which can be related to deficiencies in the transport system or to a particular impairment affecting access level.**

The only way to stop any type of *exclusion* within the status-quo, is to have *inclusion* through offering the same mobile opportunities.

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**There still is a need for methodologies that can incorporate spatial mobility to adequately identify groups being excluded (**Grieco,Turner, and Hine 2000; Miller 2003; Cass, Shove, and Urry 2005**). The present research seeks to fill this gap by setting** two **objectives**. The first is **to operationalize a measure that combines the category and spatial approaches typically used in transport and social exclusion research. Cumulative accessibility measures are calculated to determine the number of opportunities in individuals’ activity spaces and these opportunities are then used as an exclusion index**. The second objective focuses on a sample of the disabled population in the Greater Buffalo-Niagara Region (GBNR) in Western New York and seeks to determine if any differences exist in the exclusion indexes of disabled and nondisabled populations and to identify the possible causes of exclusion using a set of explanatory variables.

#### The Disabled is currently dependent on transportation it would be morally corrupt to not expand it

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Being disabled is defined as having an impairment, including difficulty standing or walking, being in a wheelchair or using a cane, being deaf or blind, or having a mental illness**. A common characteristic among the disabled is their dependence on the transport system to reach destinations/opportunities. The disabled are identified as transport-excluded if they have a reduced level of access to opportunities when compared to the rest of the population**

#### There is a relationship with how ableist a community is and the lack of transportation. the less access there is for anyone with disabilities to access the more Ableism there is within a community.

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The focus of this research is on the social dimension of sustainability, particularly in issues related to transport. Exclusion can lead to a nonsustainable environment where the rights of certain members in society are not met. Under this framework, relations between transport and exclusion typically follow one of two approaches or the link between them (Church, Frost, and Sullivan 2000). The category approach focuses on travel patterns, attitudes, and the needs of particular groups that are considered at a disadvantage in relation to the transport system (Turner and Grieco 2000). The spatial approach is typically faced by communities concerned with accessibility problems caused by poor access to the transport system (Torrance 1992; Grieco 1994).

#### Access is critical to assisting the interaction with ableism

**Kathy 2000** *(Kathy Livingston, is an associate professor of sociology at Quinnipiac University in Hamden, Connecticut , July 2000, “When Architecture Disables: Teaching Undergraduates to Perceive Ableism in the Built Environment”, American Sociological Association, Teaching Sociology, Volume 28,* [*http://www.jstor.org/stable/1318988*](http://www.jstor.org/stable/1318988)*, accessed 6/29/12, JK)*

The definition of disability used by the World Health Organization(W HO)is "any restriction or lack of ability to perform an activity in the manner or within the range considered normal for a human being" (Weitz 1996:155). Although the WHO model focuses on the individual and suggests that disability resides within the person, a sociological models suggests that disability is defined or determined by how others respond "to bodies that fail to meet social expectations...[as] reflected in the social or built environment"(Weitz 1996:155). The built environment demands certain physical abilities and "rewards" able-bodied people as "normal" but "punishes" those who can-not meet those demands and thus deviate from the norm. For example, stairways make parks, buildings, buses and trains inaccessible to people who use wheelchairs, whereas wheelchair ramps allow anyone to access those places independently. A link can then be made between access to the built environment and access to the social environment; public spaces that favor able-bodied people create ableism by making people with disabilities less visible, minimizing their chances for social interaction, and making isolation and stigma likely. Re-moving barriers in public places for people with disabilities increases their visibility and provides opportunities for social interaction among all people, regardless of their abilities. If the built environment were modified to accommodate people with various abilities, almost anyone could live independently and travel to jobs or school without having to rely on the "mercy" of others for assistance. But students need help perceiving and understanding these examples as illustrations of structural discrimination or ableism.

## Transportation K Blocks

### Perm

#### 1. Perm: Do the plan and all non-mutually exclusive parts of the alternative

#### 2. Perm Double Bind: This puts them in a double bind: either the Plan swamps the alt, can’t overcome residual links, and it doesn’t solve OR the Alt solves back for all residual links.

#### A combination of critical and traditional approaches to mobility is the best way of achieving actual political change in transportation policy.

Shaw and Hesse 10 (Jon and Markus, Association of American Geographers, in conjunction with the Royal Geographical Society (with the Institute of British Geographers) (RGS/IBG) and the German Society of Geography (DGfG), panel members Tim Cresswell (Royal Holloway, University of London), Andy Goetz (University of Denver), Markus Hesse (University of Luxembourg), Rob Kitchin (National University of Ireland, Maynooth), Sven Kesselring (Technical University of Munich), Tim Schwanen (Unversity of Oxford/Utrecht University) and Jon Shaw (University of Plymouth), Jan. 27, 2010, “Transport, geography and the ‘new’ mobilities,” Transactions of the Institute of British Geographers, Vol.35, No. 3, http://onlinelibrary.wiley.com/doi/10.1111/j.1475-5661.2010.00382.x/full - oliver g)

There are also opportunities to both widen and deepen the intellectual preoccupations of transport and mobilities geography by learning from – or at least not being (deliberately/ostensibly?) ignorant of – the motivations and practices informing each other’s approaches to inquiry and scholarship. For instance, it is often said that transport geography is theoretically light, detached from key developments in conceptual thinking evident in other areas of human geography and social science more broadly. Conversely, while mobilities work draws upon primary empirical data –Laurier et al.’s (2008) study of driving and ‘passengering’ and Bissell’s (2009a 2009b) recent papers on rail travel spring to mind as examples – it is nevertheless perceived by some transport geographers as over-theorising and over-conceptualising issues at the expense of a solid, empirically based assessment of how mobility works. Perhaps transport geographers are wrongly viewing as representative landmark contributions such as Cresswell’s (2006)On the move, or maybe there is an ongoing suspicion of the status of data gathered by methods such as auto/ethnography (see Watts 2008; but also Letherby and Shaw 2009) or of arguments resting on the practices of one respondent (see Laurier 2004). In any event, there are examples of work that draw on both ‘traditional’ transport geography approaches and key mobilities thinking, and of authors who have used both approaches in separate studies depending on the issue under investigation. Gray et al. (2006) used large data sets from Scotland and Northern Ireland to develop some of Urry’s (2002) ideas on social capital/networks and mobility in the context of community transport and social exclusion in rural areas. Simon Kingham has been involved in analyses of the social impacts of raising driver-licensing age in New Zealand (Kingham et al. 2004) and of cultural-geographical aspects of ‘boy racers’ in the same country (Falconer and Kingham 2004). And perhaps a topic worthy of more detailed analysis from both perspectives is daily mobility. Transport geographers have observed and attempted to explain patterns of daily mobility using ‘traditional’ assumptions such as demand and supply or utility maximisation (e.g. Chapin 1974; Giuliano 1998), while mobilities work seeks to uncover its more human qualities (e.g. Law 1999 2002). As a result we know that it is simultaneously bizarre and exotic, trivial and quotidian, and what emerges is an understanding that daily mobility is based on both apparently automatic sequences of behaviour and rational decisionmaking. How, then, to better get to grips with the daily journey? We do not seek to suggest that matters are as easy as combining the ‘best bits’ of each others’ work to improve scholarly results and analyses, but synthesising some aspects of traditional and new approaches would seem a reasonable point of departure. Questions of policy relevance are also pertinent here. There is a tradition of policy-driven work in transport geography – notwithstanding debates about the position and influence of geography more broadly in relation to key policy decisions (on ‘relevance’, see Johnston and Sidaway 2004) – but transport geographers who overlook the potential contribution of the mobilities literature to their work will miss out on key insights into the underpinnings, experiences or representation of transport and travel. Conversely, mobilities geographers not engaging with policy debates will diminish the likelihood of their work having an impact beyond immediate academic circles. While those in mobilities are frequently keen to foreground the ‘intangible and ephemeral, the meanings that accrue in the context of the journey itself … the sensory, kinaesthetic and symbolic aspects … [and] affective factors’ (Spinney 2009, 821) in order to gain more realistic understandings of people’s mobility, we might well ask, so what? One reason would be to better engage with broader socio-economic or political issues and processes. Spinney himself notes that [w]ith cycling [the mode of transport with which he is concerned] firmly back on the policy agenda, there has never been a better time to rethink how urban cycling is conceptualised and researched. (2009, 830) In other words, bringing a mobilities perspective to cycling is important because it could lead to better policymaking. Some authors are already doing this: for example, work on the functions of travel space which challenges the approach of judging potential transport improvements in terms of the time saved by a new and possibly expensive investment (Lyons and Urry 2005; Jain and Lyons 2008) is prompting new questions – if not yet garnering new practices – in the British Department for Transport. Whereas conventional thinking assumes that travel time is wasted time, the arrival of ICTs reminds us of ways in which travel spaces can be productive working and leisure spaces. Geography is doubly important here: we don’t just travel across space, we also travel in it. There are implications with giving ministers and civil servants the idea that they can get away with cutting back on large-scale infrastructure investment, but if focusing on travel spaces leads to greater efforts on the part of governments and transport providers to improve journey quality, reliability and safety, it will have been of clear practical as well as intellectual benefit (Shaw et al. 2008). In making the most of what transport and mobilities geography have to offer there are obviously new discourses to learn and/or appreciate, and potentially previously rejected world-views to accommodate. Yet none of this need come at the expense of one’s basic principles as either a transport or mobilities geographer: responsible interpretation still lies with the author(s) and there is an established tradition of mixed-methods research (see Philip 1998) pursued by academics of different epistemological convictions. And on the subject of methods, a flurry of recent literature (see Fincham et al. 2009; Merriman 2009; Sheller and Urry 2006; Spinney 2009; Urry 2007; Watts and Urry 2008) argues that the study of mobility requires the development of new ‘mobile methods’ on the basis that mobilities ‘as a wide-ranging category of connection, distance and motion transforms social science and its research methods’ (Watts and Urry 2008, 862). In our view this merits further critical reflection, for surely what is at stake is only the tweaking of particular methods capable of harnessing the power of existing methodologies in mobile situations (Letherby et al. 2010).

### Offense

#### The alternative is assimilated into a capitalist matrix of production that destroys the possibility of actual change.

Langen 09 (Petra, Section Head Market & Consumer Insights, consumergoods.com, Sep. 09, 2011, “Resistance to Speed - Slowing Down,” The Consumer Goods Club Blog, https://www.consumergoodsclub.com/cgc-official-blog/79-research-a-innovation/926-resistance-to-speed-slowing-down - oliver g)

Everything is becoming faster, more hectic and people have less time to enjoy life, the environment and the wonderful things around. But for some time, this seems to be changing again: Instead of doing everything at high speed, people take time for the good things in life, even in the professional world. This is clearly noticeable. “Slowness as productivity support” appears in many business sectors to gain a foothold and is sometimes even a success concept. An increasing number of “resistance movements” against the “speed diseases” are formed and try to make life more beautiful and healthier this way. The name of the trend which shall effect many changes is “Slow”. Already since 25 years people try to find an easier and less stressful life. “Slow” is not just about causing a more beautiful, enjoyable and joyful life and supporting the effectiveness of companies, it is also in regard to the health aspect enormously important to people. Currently everyone is talking about the so-called burnout syndrome, a “speed disease” of the fast and hectic social, resulted by the vicious circle of overwork, stress and overwhelm. In the 20th century, the transport speed increases by the factor 102, the community speed increases by the factor 107. Also, social relationships, cultural values and lifestyles are subject to ever-faster change. Time pressure and stress are among the basic factors of everyday life and control our feelings. Really good ideas are rarely created in the flooded river of hustle and bustle. As already the queen in Lewis Carolls “Alice in Wonderland” said: “In this country you have to run as fast as you can if you want to stay at the same place”. In St. Moritz, there is a newly built departure, the so-called “Chill-out Riding Zone” for the connoisseurs among skiers. Over there, the relaxed driving is a priority. “Enjoyment rather than speed…” “Slow Food” is a worldwide federation of conscious connoisseurs and responsible consumers who have made it their mission to cultivate the culture of eating and drinking and to keep alive. Various sectors are addressed by the trend. Thus even the mobile communication technology is being fought as a stressor. They are referred to among others, as "time wasters and destroyers of life." Companies discover slowness as productivity support. Montblanc want the employees to take a break as long as they want. Slowness is the corporate ideology. Work requires so much contemplation, that mistakes are more expensive than long breaks. Some companies even operate under the motto “good things need time”. So, there are still pastry shops that shape their chocolates carefully with their hands and craftsmen who produce only three musical instruments in one year, because - as well as the shaping of chocolates by hand – is meticulous and detailed work “takes time”. Also, there are only a few shoemakers who do their job so well in leisurely detail work, that they can produce shoes without seams, so-called “one piece shoes”. Also there is a cheese maker in the Allgäu, his cheese has between the milk stirring until the sale of the cheese loaf mature for two years as well. "Slow Cow", relaxation of the preserve. This product is also sprung of the trend “Slow”. It is the opposite concept to the “scene drink” Red Bull. The so-called "anti-energy drink" comes from a Canadian manufacturer, it will give peace and serenity. The most important component of the beverage is the amino acid L-theanine – it has a calming effect without making tired, helps reduce stress, improve concentration and improve the quality of sleep. Yoga as a possible way of relaxing and slowing down a busy life. The modern working life is characterized by a high pressure to succeed and requires a professional stress- and self-management. Business Yoga can alleviate acute problems, acts preventively and serves to develop a personal stress competence. Pleasure of slowness - In the slow train through Asia. Time travel in the slow train: In the smallest luxury hotel in Asia travelers chug from Bangkok to Singapore and enjoy the view of the passing scenery. “Orient-Express-Feeling is included”. It was the travel speed of the train that makes this tour so unique”, George Hodgson, an older man from Liverpool said. Who else is racing through the world, discovered in the train to enjoy the leisurely pace: "Where you sit still these days because there just anyway, does nothing and makes the world go by?", the train manager Evelyn Kocys describing that special holiday feeling on board. “Slow down” for a fulfilling life. For many people, it was nevertheless possible to their career success plan, but when trying to lead a fulfilling life, they fail. Mostly the main reason is that they lack a concrete vision of life. In addition, they take on too many tasks and roles, so they get mixed up in everyday life. Here also is advised to take time for body, mind and contract, rather than primarily for performance and work. Only if one takes the time, he can design a vision for life itself. Compared to before the rate of speech has even increased in movies. Here is a good example: There was a comparison of two short movies (50 seconds running time each). One of it is by Heinz Erhardt. He has spoken 84 words in these 50 seconds. The other movie is by Michael Mittermeier, he speaks in contrast to Heinz Erhardt 116 words in the time of 50 seconds. Holiday with tractor: Around 30 old age tractors with love was divided, sealed, repaired and repainted, so that some look like new. Now they chug through the Schilcherland in western Styria. These can be rented ... There is also a magazine for food lovers and conscious consumers, the journal "Kir Royal". The higher the pressure by the acceleration and compression of the living world, the broader will develop a counter-trend to slow to a level humanly possible. The awareness that faster is not always better, will increase over the next few years – and lead to massive “time rebellions”. This will set “high-speed-industries” like the telecommunications industry in the coming years under massive pressure.

### No alt solvency

**1. Virilio’s theory isn’t grounded in reality or history; his negativity in his philosophy creates a future without humanity.**

**Kellner, 2003** – critical theorist in the Frankfurt Institute for Social Research, George Kneller Chair in the Philosophy of Education in the GSEI at UCLA (Douglas, “Virilio, War, and Technology: Some Critical Reflections”, illuminations: the critical theory project, <http://pages.gseis.ucla.edu/faculty/kellner/Illumina%20Folder/kell29.htm>) //BZ

**Shrilly technophobic and consistently hysterical**, Virilio demonizes modern information and communication technologies, suggesting that they are do irreparable damage to the human being. Sometimes over-the-top rhetorical, as in the passage just cited, Virilio's 1990's comments on new information technology suggest that he is deploying the same model and methods to analyze the new technologies that he used for war technology. He speaks regularly of an "information bomb" that is set to explode (1995a, 1995b, 1995c, 1997a, and 1997b), evoking the specter of "a choking of the senses, a loss of control of reason of sorts" in a flood of information and attendant disinformation. Deploying his earlier argument concerning technology and the accident, Virilio argues that the information superhighway is just waiting for a major accident to happen (1995a and 1995b; 1997a and 1997b), which will be a new kind of global accident, effecting the whole globe, "the accidents of accidents" (Epicurus): "The stock market collapse is merely a slight prefiguration of it. Nobody has seen this generalized accident yet. But then watch out as you hear talk about the 'financial bubble' in the economy: a very significant metaphor is used here, and it conjures up visions of some kind of cloud, reminding us of other clouds just as frightening as those of Chernobyl..." (1995b). In a 1995 interview with German media theorist Friedrich Kittler (1995c), titled "The information Bomb," Virilio draws an analogy between the nuclear bomb and the "information bomb," talking about the dangers of "fallout" and "radiation" from both. In contrast to the more dialectical Kittler, Virilio comes off as exceedingly technophobic in this exchange and illicitly, in my view, deploys an amalgam of military and religious metaphors to characterize the world of the new technologies. In one exchange, Virilio claims that "a caste of technology-monks is coming up in our times," and "there exist monasteries (of sorts whose goal it is to pave the way for a (kind of) 'civilization' that has nothing to do with civilization as we remember it." These monks are avatars of a "technological fundamentalism" and "information monotheism," a world-view that replaces previous humanist and religious worldviews, displacing man and god in favor of technology. [This world-view] comes into being in a totally independent manner from any controversy. It is the outcome of an intelligence without reflection or past. And with it goes what I think as the greatest danger (of all), the derailment, the sliding down into the utopian, into a future without humanity. And that is what worries me. I believe that violence, nay hyperviolence, springs out of this fundamentalism. Virilio goes on to claim that fallout from the "information bomb" will be as lethal for the socius as nuclear bombs, destroying social memory, relations, traditions, and community with an instantaneous overload of information. Thus, the technological "monks" who promote the information revolution are guilty of "sins in technical fundamentalism, of which we witness the consequences, the evil effects, today." One wonders, however, if the discourse of "sin," "evil," and "fundamentalism" is appropriate to characterize the effects and uses of new technologies which are, contrary to Virilio, hotly and widely debated, hardly monolithic, and, in my view, highly ambiguous, mixing what might be appraised as positive and negative features and effects.

**2. Virilio’s critique offers a one sided critical theory unable to understand modern technology – no alt solvency**

**Stevenson 2 -** PhD in social sciences from Cambridge University, professor of social sciences at the University of Nottingham, UK (Nick, “Understanding Media Cultures: Social Theory and Mass Communication.” 2002) //lf

I. The most obvious limitation of Virilio's approach is his pronounced techno-phobia. To give one example amongst the many available in his work. The development of what Virilio calls a political economy of speed is such that at times he sounds as though the only way of resisting the totalitarian ambitions of technology is through technological abstinence. The political trajectory of such a position is both conservative and reactionary. Unlike say Castells, Virilio's politics and social theory fail to appreciate the ways in which contemporary society and culture has been unalterably transformed by the impact of new technology. There is then a lingering sense within Virilio's writing of a possible return to a society with low levels of technological development. While such views may indeed form part of a resistance to certain features of contemporary media and social devel­opment, they can hardly be expected to generate a sustainable political perspective working within the contradictions and ambivalences of the present. Indeed Virilio's position on the information society often comes close to the nco-Luddism described by Castells (1998b). Within this Virilio misses the opportunity to think more constructively as to how new technologies might become utilised by inclusive forms of social development. That is, if a globally sustainable planetary economy is to become possible it will be built through the new information technologies, not their abolition. The main problem here being that Virilio offers an excessively one­sided view of technology which 'substitutes moralising critique for social analysis and political action' (Kcllner, 2000). The development of the media of mass communications has gradually seen the decline of print as the dominant form of communication and the rise of an audio-visual domain. Virilio links the visualisation of the media into narratives of decline where our perceptions of reality are progressively undermined by a speed culture. As I have indicated, Virilio tends to see progressive political possibilities in reversing this process, with human populations better able to make contact with others through face-to-face communication and print cultures. While there is much that could be said on the superficiality of much visual culture and its progressive underming of literate cultures, such an analysis is too sweeping. The popularisation of the media, which has accompanied the rise of television and its increasingly visual nature of media cultures, has also made public cultures and associated debates open to a greater number of people. While the visualisation of media cultures can indeed be linked into narratives of control and surveillance in the way that Virilio suggests, it can equally be connected into a progressive democra-tisation of everyday life. The visual bias of much media and communication provides social movements with considerable opportunities to interrupt the flow of dominant media messages, by staging dramatic media events and engaging in image manipu­lation. We can make a similar argument in respect of the development of the Net. As Dahlgren (2001) has argued the partial displacement of hierarchical forms of information that the Net makes available confuses the boundaries between who is and who is not a journalist. While these arguments have been carried too far by some Net enthusiasts the possibilities that 'ordinary" people have for constructing their own sites of images, information and discourse is greatly enhanced by the arrival of new media. Seemingly these and other democratic possibilities are missed by a critique which offers an overly one-sided view of new media technologies. 3. Virilio, as I have indicated, seeks to make a positive virtue out of his pessimistic reflections on new media. His argument positions him firmly against those who would argue in favour of the potentially liberating promise of the web. However Mark Poster (199S, 1996, 1997) argues that such reflections actually spell the inability of critical theory to understand the significance of new media. That is, critical theory is overwhelmingly concerned with whether or not the media limit or foster autonomous social relations, rather than investigating the ways in which media might constitute new subject positions. For Poster (1995:24) what is at stake is not the way new media help foster domination or resistance, but 'a broad and extensive change in the culture, in the way identities are structured'. That is virtual reality helps evoke new possibilities for the imagination given its emphasis upon play, simulation and discovery. The enthusiasm for the Net. then, is not an escape from reality, but from the dominant codes of modernity which sought to articulate a view of the subject as autonomous and rational. Within virtual com-munities subjects are able to explore the boundaries of different identity formations while pleasurably entering into previously unexplored imaginary worlds. It is new media's relatively decentralised structure that potentially turns everyone into a producer and a consumer of information that constitutes subjects as multiple and unstable. These possibilities dispense with the opposition between a 'real' and fictitious' community and enable participants to express themselves without the usual visual clues and markers. Such a siruation encourages the proliferation of local narratives, the experience of different realities and a diversity of knowledges. Again if it is the unfixing of subject positions that excites Poster it is the escape from reality that seems to bother Virilio. The problem being that such is the strength of Virilio's repudiation of new media he leaves unexplored the positions of those who have become its most enthusiastic advocates. Notable here is Virilto'sdismissal of cyberfeminism. The limitations of this particular mixture of theoretical and political concerns aside, Virilio argues that cyberfeminism is a dead-end, given that it seems to celebrate 'the replacement of emotions by electrical impulses' (Armitagc. 2000b: 51 >. What is notable here is Virilio's resistance to the idea that cybercultures could impact upon modern identity formations in ways which are not always reducible to humans being invaded by the destructive logics of technology. Such a position, then, fails to engage with the more ambivalent and more culturally complex features of identity politics in respect of the Net. 4. Finally, missing from Virilio's argument is an account of the way in which new media may become linked into the contestation of cultural identity. Virilio's analysis offers a picture of human subjectivity increasingly limited and crippled by the impact of technology. Here there is a strong family resemblance between Virilio and a host of cultural critics who argue that humanistic sensibilities are currently under attack by a technologically determined present (Roszak, 1986). Such perspectives offer specific narratives of decline, where more 'authentic' cultures are gradually replaced by technologically induced sensibilities. The development of what Postman (1993) calls a technopoly is ushered into place when common cultures arc progressively shaped by the requirements of technology. A technopoly displaces questions of cultural value and quality by championing efficiency, objective measurement and quantity. Virilio's radicalness comes in taking these arguments further by suggesting such is technology's dominance over culture that it is actually pushing global societies ever closer to their own destruction. Without wishing to dismiss these perspectives out of hand, such viewpoints have a con­servative bent and often underestimate the extent to which popular cultures are capable of sustaining a diverse range of tastes and sensibilities. Indeed, if we follow these critical points we might ask what is the social basis for technophobiar Andrew Ross (1994) argues that technophobia amongst intellectuals and experts can be connected to a fear that the development of technology wilt erode their traditional status and store of cultural capital. This fear (which is not without basis) is that the knowledge economy requires the creation of an obedient, instrumental and efficient knowledge class. While these arc important considerations. Virilio does not demonstrate sufficient reflexivity in attempting to position his analysis within a wider social field. Put differently, we might argue that because Virilio fails to consider how his concerns can be linked to a traditional knowledge class, he thereby neglects to analyze different identity formations to his own.

**3. Virilio’s totalizing criticism gives individuals no agency or politics. By critiquing technology, Virilio is only a doomsayer that isn’t open to see that information and speed is key to the economy and the military.**

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Virilio misses a key component of the drama of technology in the present age and that is the titanic struggle between national and international governments and corporations to control the structure, flows, and content of the new technologies in contrast to the struggle of individuals and social groups to use the new technologies for their own purposes and projects. This optic posits technology as a contested terrain, as a field of struggle between competing social groups and individuals trying to use the new technologies for their own projects. Despite his humanism, there is little agency or politics in Virilio's conceptual universe and he does not delineate the struggles between various social groups for the control of the new technologies and the new politics that they will produce. Simply by damning, demonizing and condemning new technologies, Virilio substitutes moralistic critique for social analysis and political action, reducing his analysis to a lament and jeremiad rather than an ethical and political critique la Ellul and his tradition of Catholic critique of contemporary civilization, or critical social theory. Virilio has no theory of justice, no politics to counter, reconstruct, reappropriate, or transform technology, no counterforces that can oppose technology. Thus, the increasing shrillness of his lament, the rising hysteria, and sense of futile impotence. While Virilio's take on technology is excessively negative and technophobic, his work is still of importance in understanding the great transformation currently underway. Clearly, speed and the instantaneity and simultaneity of information are more important to the new economy and military than ever before, so Virilio's reflections on speed, technology, politics, and culture are extremely relevant. Yet he seems so far to have inadequately conceptualized the enormous changes wrought by an infotainment society and the advent of a new kind of multimedia information-entertainment technology. If my hunch is correct, his view of technology and speed is integrally structured by his intense focus on war and the military, while his entire mode of thought is a form of military-technological determinism which forces him not only to overlook the important role of capital, but also the complex ambiguities, the mixture of positive and negative features, of the new technologies now proliferating and changing every aspect of society and culture in the present era.

### Turn: Speed/Technology Good

#### Technology leads to a direct improvement in quality of life.

Conley 05 (Verena Andermatt, department of romance languages and literatures, Harvard University, “Virilio’s Electronic Dérive,” Cultural Politics, Vol. 1, No. 3 – oliver g)

We now find ourselves at a point where the quality of everyday life can be said to have improved because of electronic technology. Bruno Latour has shown well how computers help with all aspects of city life, from assigning classrooms, to weather forecasts, to traffic control (Latour 1998). If they have regulatory functions, the technologies also enable humans to live in common in great numbers. We can only agree with Virilio when he claims that humans are altered by electronic instantaneity but, we can add, in a sampling taken from archival work, that what we accomplish with search engines obviates a good deal of unproductive labor or, in the words of Henri Lefebvre, that part of our lives given to “mediated time” (1991). Former reflection or even cognition, argues Virilio, is replaced more commonly by reflexes controlled by instrumental means. We could add that in a world of electronic technologies, the exploration and discovery of passages of communication through both the mind and the social being, the very object of psychoanalysis, give way to the acquisition not of cognition but of cognitive skills. The haptic experience vital to everyday life cedes to instant connections with cellphones and e-mail. Gravity (Newton), that which had made the planet cohere, is replaced by relativity (Einstein), but now it is clear that relativity is less and less relative as the speed of human relations accelerates. These shifts appear to do away with former, more territorial ways of living in the world. They bring about transformations that do more than merely spell doom for the terraqueous globe.

#### The unconditional rejection of speed is no less dangerous than the unconditional affirmation of speed. By allowing individuals to live at their own pace, the permutation bypasses the flaws inherent to both approaches.

Parkins 04 (Wendy, Murdoch University, “Out of Time : Fast Subjects and Slow Living,” Time Society, 13: 363, http://tas.sagepub.com/content/13/2-3/363 - oliver g)

The disparate time cultures which exist within global culture raise questions about whether slow time as a positive quality of life can only ever be envisaged as a private option for the privileged. As Jenny Shaw (2001) notes, while there seems to be a growing tendency to equate the good life with the slow life, not everyone wants to live slowly. Young people, for instance, often seek out places to live, work and socialize where the pace is faster, assuming a link between speed, vitality and excitement (pp. 120, 122). In a mass observation study in which links between pace, place and quality of life were analysed, Shaw found that ‘more women than men complained about the pace of life being too fast’ (p. 132) but, as Karen Davies (2001) has argued, women’s desire for a slower life is often thwarted by the demands made on their time across different domains of life – work, family, community – deriving from traditional gender identities in which women bear more responsibility for care (p. 136). The private sphere may offer women fewer opportunities to ‘slow down’ or take ‘time out’ because, as Davies puts it, it is the sphere where women are spatially close to those they are responsible for (pp. 144–5). And do the activities of the private sphere, for instance the care of children, count as fast or slow? Characterizations of private life as ‘slow’ may derive from the fact that family time is, as Shaw (2001) argues, still associated with a notion of more ‘natural’ or ‘pre-industrial’ time: ‘Like pre-industrial time, family time is widely believed to be qualitatively different to work time . . . [it] is essentially anti-linear and opposed to work time, which is linear and progressive’ (p. 12). Work, family and gender are significant factors in the constitution and perpetutation of temporal disparities and inequities in contemporary culture which problematize any simplistic notion of implementing ‘slower’ living across the board, or a desire for ‘slower’ living being a universal one. While people may frame their desires to live differently in temporal terms, endowing time itself with a variety of significations to represent these desires, a politics of temporality needs to be based on the recognition of the multiplicity and unevennesses of social time. Considering the relation between social and temporal inequities, Nowotny (1994) frames the issue this way: The small temporal difference, which becomes ever larger in its social repercussions, driven forward by international economic and technological competi- tion, leads to the danger that the juxtaposition of courses of time and different speeds results in social divisions, and that large sections of the population are temporally left behind. How much temporal drifting apart a society can bear, and whether acceleration can be made controllable, consciously slowed down or delayed, is an open question . . . (p. 42, emphasis added) It is not, then, that advocates of slow living wish to impose slowness on everyone, or turn back the clock, but rather they propose that an alternative to speed be made possible, thinkable, do-able; that spaces for slowness be allowed, to employ a spatial rather than temporal metaphor, in both personal and public domains. The Victorian custom of the Sabbath in which social prescription compelled people to do nothing, except sober religious reflection, is not a proto- type for slow(er) living in the twenty-first century. As Eriksen (2001) contends, there is a need to ‘re-learn to value a certain form of time’ (p. viii) because of the possibilities for life-enhancement, social engagement and political participation that slow time can create. As Christiane Muller-Wichman puts it: ‘We need time for everyday culture. We need time for the chance to be a public person. And we need time for leisure. We do not need leisure time instead of a job, instead of a family, instead of politics. We need it as surplus time’ (in Nowotny, 1994: 102).