\*\*\* Agrobusiness K answers

### HYFR

#### No Transition – high yield farms are the only sustainable option – the alternative is starvation and deforestation

Elam and Avery ‘03

[Tom Elam associate Lecturer at Indiana University, Indianapolis and is an adjunct fellow with the Hudson Institute, Dennis T. Avery, Director, Center for Global Food Issues Senior Fellow, “Confinement famrs a boon to the third world” http://www.hudson.org/index.cfm?fuseaction=publication\_details&id=2893]

The Worldwatch Institute, an environmental activist group, has a new doom story: the rise of “factory farming” in the Third World. Worldwatch’s Danielle Nierenberg writes that the production of low-cost pork and chicken on modern confinement farms overseas as an unmitigated disaster characterized by abused animals and a countryside ruined by the wastes from hog herds and poultry flocks.¶ Worldwatch should start, however, by applauding the improved nutrition available to Third World children because of modern livestock production. The lower-cost feed supplies (generated by today’s high-yield seeds and fertilizers), and the healthier birds and animals (protected by indoor facilities and modern veterinary medications) give millions of kids high-quality protein and key micro-nutrients such as calcium, iron, zinc, and vitamin B-12 from meat, milk, and eggs.¶ Without livestock products, infants are likely to suffer bone deformities, delayed cognitive development, and other nutritional problems. The U.S. Centers for Disease Control recently concluded that two infants raised and breast-fed by vegan mothers suffered retarded development due to serious deficiencies of vitamin B-12.¶ Fortunately for the Third World’s kids, meat consumption in the past twenty years increased seven-fold in China, five-fold in Mexico and Brazil, and more than three-fold in the Philippines. This is possible partly because of rising incomes, and partly because modern farms can raise chicken on only 75 percent as much feed and 10 percent as much farmland as is needed by the traditional farmers.¶ Ms. Nierenberg of Worldwatch paints a rosy picture of pastoral family farms raising a few free-range chickens and/or outdoor hogs under sunny skies and the careful eye of the peasant farmer. Then, she claims, giant corporations came along and built polluting mega-farms that put the small farmers out of business.¶ She’s left out a few things: The backyard farmers expose their birds and animals to predators, parasites, bad weather, and diseases. The confinement farmers don’t.¶ The traditional farmers’ birds and animals produce manure and urine at the same rates as the birds and animals in confinement. From the small outdoor farms, these wastes wash into the streams with every storm event. The fact that a million chickens are distributed on 10,000 small farms doesn’t make the wastes disappear. But the confinement farms save their wastes and spread them carefully as organic fertilizer to nourish the crops in the fields. The wastes turn from an environmental negative into an eco-asset.¶ Then there’s the problem that the peasant farms would need far more land to raise the livestock—land which would have to be taken away from wildlife. If the Third World put all of its 500 million hogs outdoors, at four hogs per acre, the hogs would need another 125 million acres, a land area equal to all the cropland in China.¶ China, in fact, has 430 million hogs, 26 percent of the world’s people, and only 7 percent of its arable land. This is why its hogs are kept in small pens. No nation in the world puts hogs out in pastures any more because hogs root and wallow and cause enormous soil erosion and stream bank destruction in addition to their water pollution.¶ The world currently feeds about 150 million tons of grain and oilseeds to its broiler chickens, virtually all of them are raised indoors. Outdoors, the birds suffer more from heat, cold, and stress, which retards their weight gain. Also, we’d need another 50 million tons of feed per year—and might have to clear another 30 million acres of the world’s scarce wildlands to raise the extra feed.¶ Of course, if we actually put the birds and animals back on peasant farms, the cost of meat would again become so high that few people could afford it. The price for giving up “factory farms” would be borne by the little kids who didn’t get enough meat, milk, or eggs for good health.¶ It’s no accident that the criticism of modern farming comes from the best-fed people in the history of the world. They are spoiled by the good fortune that allows them to take their good diets for granted. What would Ms. Nierenberg write if she spent a few years living on one of the outer islands of the Philippines, earning $500 per year, and eating mostly rice and corn?¶ Those who really want to help the poor of the world should be helping Third World farmers increase their productivity, not lower it.

### Turn – High Yield Good

#### High Yield Ag is key to protect the environment and turns sustainability

Avery ’12 [Dennis T. Avery, Director, Center for Global Food Issues Senior Fellow “High yield farming will feed the world” http://www.hudson.org/index.cfm?fuseaction=publication\_details&id=8960]

Bjorn Lomborg and his Copenhagen Consensus have just joined one of the smallest clubs in today's world: people who believe that high-yield farming is the path to a sustainable future for people and wildlife despite, and even because of, its pesticides, chemical fertilizers, irrigation dams, and blast-freezers.¶ ¶ ¶ Lomborg, famous for his book "The Skeptical Environmentalist," summons a quadrennial panel of distinguished economists to examine where the world might invest more effectively to solve solvable problems.¶ ¶ In 2004, his panel recommended more investment in fighting HIV/AIDS. In 2008, they suggested more investment in delivering micronutrients to malnourished populations. This year, as Lomborg wrote in the Wall Street Journal on April 24:¶ ¶ "One of the main reasons we cut down natural habitat is to increase farming output for a growing population, so one proposed policy is to increase agricultural yields through research and development, making it possible to feed more people with less land. This is a controversial answer to the challenge of the loss of biodiversity but one which might do more, at lower cost, than our current efforts."¶ ¶ I confess to having written a book in 1995 titled "Saving the Planet With Pesticides and Plastic: The Environmental Triumph of High-Yield Farming." The book honored Dr. Norman Borlaug, the 1970 Nobel Peace Prize winner, who led international efforts in cross-breeding higher-yielding and disease-resistant grain crops. The new seeds, with fertilizer, irrigation, and pesticides, tripled crop yields on the good-quality soils around the world. It was the most amazing humanitarian gain in human history.¶ The higher yields also saved 6.6 million square miles of wildlife habitat from being plowed for more low-yield crops! Borlaug called it "high-yield conservation."¶ ¶ Our best "high-yield conservation" converts to date have been Bill and Melinda Gates, who are supporting tens of millions of dollars worth of high-yield farming research at international agricultural research centers. The Gateses have also recruited fellow billionaire Warren Buffett, partly because his son Howard was already a "high-yield conservation" advocate. Howard welcomed me when he was vice president of the big crop processor Archer-Daniels-Midland, and we put together the only TV spots in history that praised high-yield conservation. The spots featured David Brinkley, who had just retired from NBC News. Sadly, the spots were shown only a few times, on then-small cable TV nets, before Howard left the company and the effort was dropped.¶ ¶ Howard has published a beautiful book of his own nature photos taken worldwide. It's titled "On the Edge." In it, he says simply, "High-yield farming, through increased efficiency, will continue to help protect additional land from cultivation."¶ ¶ Jason Clay of the World Wildlife Fund-U.S. has written a book titled "World Agriculture and the Environment" that also makes the high-yield conservation argument. The American Farm Bureau is in the Keystone Alliance with such forward-thinking organizations as Clay's World Wildlife Fund and the Nature Conservancy.¶ ¶ Under environmental movement pressures, and from a media that loves to pillory pesticides, U.S. agricultural research stations have been shifting their focus from higher yields to "sustainable farming." Unfortunately the "sustainable farming" gets substantially lower yields and will thus endanger more wildlife.¶ ¶ They say it takes 25 years to insert a new thought into people's minds. We're now at 42 years since Dr. Borlaug's Nobel Peace Prize and 17 since my book--but we can't quit now.¶ ¶ One highly salient point bears repeating for First World readers: The U.N. Low Variant population projections to A.D. 2300 show human numbers peaking soon, about 2045, at 8.1 billion people. Our population will then tend strongly downward, to 6.2 billion in 2100 and 2.3 billion in 2300.¶ ¶ After 2300, we can go back to "natural" farming if we choose, without losing nearly so much wildlife.¶

### Turn – High Yield K2 Feed

<http://www.hudson.org/index.cfm?fuseaction=publication_details&id=7309>

Is the Green Movement finally ready to face the global need to triple crop yields over the next 40 years—and drop its dedication to land-selfish organic farming? Maybe yes, and none too soon. The planet’s wild biodiversity is at stake. ¶ ¶ I recently spoke about the benefits of high-yield agriculture to environmental prizewinners at an international DuPont meeting. This isn’t news. I’ve been praising high-yield farming for decades for feeding more people better diets from less land — and thus saving room on the planet for wildlife. I estimate 7 million square miles of wildlife habitat have been spared. This is equal to the land area of South America!¶ ¶ This time, however, I was joined on the program by Dr. Jason Clay of the World Wildlife Fund-US, who echoed most of my praise for high-yield farming. Dr. Clay and I agreed that the world would need more than twice as much food per year by 2050, due partly to the last surge in human population growth, and even more due to the world’s rising wealth. We agreed that with 37 percent of the world’s land area already in farming, there was no salvation in doubling the earth’s plowed land area. He absolutely agreed with me that the future of world agriculture had to be higher yields, which organic farming has never delivered. ¶ ¶ We both noted the latest information on high-yield benefits: a Stanford University study that says the soil carbon that would have been lost if the additional 7 million square miles had been plowed would have equaled one-third of all the world’s industrial emissions since 1850!¶ ¶ So whether you’re worried about feeding hungry people, saving biodiversity or preventing man-made global warming, the farming answer is always the same — higher yields per acre. And farming is mankind’s biggest impact on the natural world, by far.¶ ¶ I suggested to Dr. Clay that this should mean some re-evaluation of the “toxicity” rap that agricultural pesticides have gotten among our urban consumers. Far more worrisome is the lurking presents of dangerous bacteria in our food. Consumers should demand electronic pasteurization to protect against such threats as salmonella in our eggs, hamburger and fresh produce. The electronic pasteurization kills virtually all bacteria, including the food spoilage bacteria, so fresh foods taste fresher. ¶ ¶ The need for tripled world crop yields must be taken into account when federal regulators and judges act to support or block new technology, such as biotechnology. If not overturned, the federal judge who recently ruled against biotech sugar beets is going down a dangerous path with consequences far beyond sugar beets. Without biotech, we may not have the tools to feed the people and save wildlife habitat from the plow.¶ ¶ We should increase our investments in agricultural research, thanking Bill Gates and Warren Buffet along the way for their massive planned investments in research for “a second Green Revolution.” The land-grant agricultural colleges and their Council for Agricultural Science and Technology have been swimming upstream on high-yield research in recent decades.¶ ¶ Both the American Farm Bureau Federation and Dr. Clay’s World Wildlife Fund/US are partners in a broader alliance (the Keystone Alliance for Sustainable Agriculture) with food manufacturers, such as General Mills and Kellogg’s; the Fertilizer Institute; Croplife (pesticides); plus enlightened environmental groups: Conservation International, the National Association of Conservation Districts, NRCS/USDA, The Nature Conservancy and the World Resources Institute.¶ ¶ This is a promising alliance between the idealists and the pragmatists who respond directly to the concerns about food shortage, biodiversity, climate, and ultimate sustainability.

### A2 Corporations Bad

http://www.hudson.org/index.cfm?fuseaction=publication\_details&id=777

CHURCHVILLE, Va.--While Florida was recounting its presidential votes, I was in Canada debating the merits of biotechnology for agriculture. My opponent, anti-biotech activist Brewster Neen, bashed corporations so harshly I thought I'd been transported back into the presidential debates, with Vice President Al Gore promising to save us from Big Oil, Big Medicine and Big Business. Now President-elect George W. Bush is being criticized for being too "corporate." Neen claims corporations will use biotech to enslave farmers and make health care too expensive for the poor. Silly me, I thought farmers were free to buy whatever inputs they choose; I hoped biotech vaccines and gene therapy might cut the cost of staying healthy. Frankly, I have a hard time taking corporate-bashing seriously, but it's enjoying a new surge of popularity among the activists who oppose modern farming and farm trade. Part of my problem is that I've seen countries without corporations, such as Kenya and Ghana, which are beautiful but starkly poor. Corporations avoid Kenya because President Moi and his government ministers demand lavish amounts of graft. The president of Ghana used to prosecute even market women for "profiteering" on their trays of vegetables. Cuba doesn't allow any corporations. Everything there belongs to the government, including your food rationing coupons. North Korea has no corporations. Instead, it boasts the world's only recent famines. The biggest problem for the food-aid folks there is making sure the North Korean army doesn't steal all the food aid. Russia may have things labeled corporations, but many are front organizations for criminals. Russian pensioners sell apples and what remains of their furniture on street corners to get by. The Russian government seems to get a lot of its income from selling weapons to Third World dictators. The countries that welcome corporations are a sharp contrast: the United States, Canada, Europe and Japan, all of whose citizens have gotten richer, freer and are living longer than any people in history. The Asian Tiger countries also welcome corporations, and they've been raising their incomes faster than any people ever have. The economic growth that took 150 years in Europe has taken only about 40 years for places like Taiwan and South Korea. Mexico used to hate corporations, and most Mexicans earned about $100 per year growing scraggly corn with burros and hoes. The new Mexico welcomes corporations and the country's per capita purchasing power is now at $8,000 and rising fast. (They've now got better things to do than hand- hoeing scraggly corn, so they're importing more corn from the United States.) Is there a pattern here? China is still a Communist country, but it now permits both Chinese corporations and foreign joint ventures. The corporate activity has helped transform China from near-starvation in 1978 to a country where a large portion of the people have refrigerators, color TVs and modern health care. The first reason corporations are successful is that they're forced to be. They can't make you pay for things you don't want, or declare themselves monopolies, as governments routinely do. John Deere makes green tractors, but they know other companies make blue ones, red ones, white ones and orange ones. Either they deliver quality for the money, or they're out of business. Even a biotech company with the only product of its kind is one competing experiment away from being obsolete. (Microsoft is in exactly the same position.) Corporations can't afford to reward counterproductive behavior, such as staying in an old coal-mining town after 90 percent of the jobs have left. Or trying to raise kids in a welfare-funded urban ghetto where the prevailing role models are dope dealers and prostitutes. Governments encourage such behavior all the time. Corporations don't exactly create wealth, but the evidence says they help people create wealth. Without corporations, a business investor might lose his house if a customer sued the business. The corporation's limited liability encourages investments in machine tools and other technologies that make possible the abundance we enjoy today. Come to think of it, that's what the opponents of agricultural biotech seem to be really against the technological abundance we enjoy today and the prospect the whole world can share it tomorrow. Why are they against people living well? It's certainly not to protect the environment. All over the world we can see that poor people abuse the environment, clearing forest for low-yield crops and fouling streams with wastes they can't afford to treat. Rich people protect the environment. The wealth generated through corporations helps us do it.¶

\*\*\*Answers to China Food Prices Turn

**China supplies weapons used in numerous African civil wars making China responsible for the death of innocent civilians**

**Taylor and Williams –** Senior Lecturer in the Department of Political and Administrative Studies AND Lecturer in Department of Political Science and International Studies – **2004** (Ian and Paul, Africa in International Politics: External involvement on the Continent, ed. By I. Tayler and P. Williams, p. 83-102, Questia)

In other parts of Africa, China plays a leading role in the provision of weaponry, often during times of conflict. China can thus be held responsible - alongside others - for the death and destruction that Africa's various wars have visited upon the continent's peoples. This behaviour has been cynical in the extreme. For instance, while Ethiopia and Eritrea were edging towards war, Chinese corporations transferred a substantial share of US$1 billion in weapons dispatched to both countries between 1998 and 2000. In 1995 a Chinese ship carrying 152 tonnes of ammunition and light weapons was refused permission to unload in Tanzania: the cargo was destined for the Tutsi-dominated army of Burundi, and Tanzania was concerned that ethnic conflict there would be exacerbated by the arms shipment (Agence France-Presse International News (Paris), 3 May 1995). This was not an isolated shipment, however. Human Rights Watch released a recent report that showed that at least thirteen covert shipments of weapons (three of which were in violation of regional or international arms embargoes) were delivered by China to Dar-es-Salaam, with the final destinations mislabelled and the weapons disguised as agricultural equipment (Overseas Development Institute 1998).

In the Democratic Republic of the Congo (DRC), Chinese exporters furnished Laurent Kabila with arms in 1997 and have been supplying Kinshasa with weapons, frequently through Zimbabwean middlemen. Sierra Leone's brutal civil war was fuelled by extensive shipments of Chinese arms: China was Sierra Leone's main arms supplier and stepped up shipments once the civil war began. In short, Chinese arms deals have repeatedly broken UN sanctions and have substantially helped damage the continent's aspirations for peace and development.

**Africa undermines human rights promotion and democratization**

**Pham**, resident fellow of the Institute for Infrastructure and Information Assurance, **2006** (J. Peter Pham, American Foreign Policy Interests, “China’s African Strategy and Its Implications for U.S. Interests,” Volume 28, no. 3, June, http://www.ncafp.org/projects/NEasia/jun06pham.htm)

<Second, Beijing’s willingness to divorce political conditionality from economic engagements throws a lifeline to odious regimes that might have otherwise collapsed under Western pressure. Zimbabwe is a case in point. If it were not bad enough that its takeover of the extensive agricultural plots owned largely by white commercial farmers has reduced southern Africa’s breadbasket to its basket case in less than half a decade, the Mugabe regime has also ruthlessly ridden roughshod over the country’s civil liberties and, more recently, undertook Operation Murambatsvina (‘‘clear the filth’’) that displaced hundreds of thousands of people. 40 Nonetheless, Chinese investments have continued to flow into the country, including a joint coal venture, a glass factory, a ferrochrome smelting plant, a telephone assembly facility, and beef production in vast tracts, some of which were, until their owners were driven out by Mugabe’s ‘‘war veterans’’ earlier this decade, under grain cultivation. The aging Zimbabwean despot, a recipient of Beijing’s largesse for nearly 40 years, no doubt counts on his Chinese patrons to exercise their Security Council veto against any meaningful UN action against him. In any event, the West no longer enjoys the exclusive franchise and unfettered freedom of action in Africa that some former colonial powers took for granted. 41 Third, even where it does not directly abet odious regimes, the PRC’s emergence as a major player in Africa has occasionally stymied the efforts of other international actors to promote transparency and good governance on the continent. ‘‘Business is business,’’ Chinese Deputy Foreign Minister Zhou Wenzhong bluntly told a New York Times interviewer. ‘‘We try to separate politics from business. ... You have tried to impose a market economy and multiparty democracy on these countries, which are not ready for it. We are also against embargos, which you have tried to use against us.’’ 42 The ultimate consequence of this laissez-faire approach is that the leverage of those seeking to promote reforms in Africa has been considerably weakened: too much pressure and they now run the risk that the objects of their attention, especially if they are well endowed with natural resources, will simply turn to an alternative partner. >

**China pursuing soft power engagement in Africa now**

**Pan, Esther. 2006.** [writer for the NY times, specific writings on Asian- African relations. May 18, 2006. “China, Africa, Oil.” Council on Foreign Relations <http://www.cfr.org/publication/9557/>

China has actively pursued a development agenda in Africa, coupled with locking in agreements on energy and commodities. Princeton Lyman, CFR senior fellow for Africa policy studies, says China's soft-power engagement in Africa includes:

Professing solidarity with Africa in international forums on trade and human rights issues;

Forgiving more than $1 billion in debt from African countries;

Training more than 100,000 Africans in Chinese universities and military institutes;

Sending more than 900 doctors to work across Africa; and

Making major investments in infrastructure, agriculture, and energy.

China has also intensified [its trade and energy ties with Africa](http://www.cfr.org/publication/9576/chinas_african_oil_safari.html). China's practice of building roads, hospitals, and bridges in countries where it has made substantial energy investments—like Sudan, Angola, and Equatorial Guinea—has drawn both approval from local governments and criticism from human rights groups, which accuse China of propping up dictators and selling arms to authoritarian governments. On the continent, the reaction to China's increasing presence is mixed, Lyman says. "People appreciate the fact that the Chinese go into sectors the United States doesn't, and don't attach any political conditions to their involvement," he says. The Chinese have a reputation for finishing infrastructure projects quickly and on budget. On the other hand, Chinese companies bring their own laborers in for projects, raising objections that they should be creating more jobs locally. And Chinese goods are flooding the African market and competing with African products.

**Enhanced Chinese soft power will directly tradeoff with Japanese soft power**

Beng—2007 (Phar Kim Beng is a consultant to Waseda University in Japan on Southeast Asian matters, majors in international relations and is a visiting researcher at Waseda University in Tokyo, 3/26/07 “My Say: The Sino-Japanese race for soft power”, LEXIS)

We all know what will happen when the competition for hard power is taken to an extreme: mutually assured destruction, or MAD.  
That's when two or more countries engage in an adversarial nuclear arms race to deny first-strike advantage to the other. But what will happen when two ancient civilisations like China and Japan try to project their soft power, not just regionally, but throughout the world?  
The answer to this question depends on what values they ultimately want to disseminate. If both China and Japan are purely interested in spreading particularistic cultural values without the attendant goal to make these values universal, then their competition would not be healthy.   
Rather, they would encourage atavistic practices, since it would practically be a zero-sum race either for Japanese or Chinese values.  
In Charm Offensive: How China Has Transformed The World, written by Joshua Kurlantzick, an experienced journalist previously with The Economist, there is a clear warning of the latter; especially if the game is perpetrated by China first.  
This is because unlike Japan, which is a postmodern country, China remains a Leninist power, whose worldview on labour relations, environmental governance and democracy has not caught up with the demands of postmodern times.  
Kurlantzick further noted that through economic aid, trade and state-sponsored scholarships, China has begun the process of tempting others to be in league with it.  
Savvy Chinese diplomats, often speaking fluent native languages, have been trained to cultivate various business and political elites abroad to enhance China's geopolitical standing further.  
Now that Beijing is on the verge of creating thousands of Confucius Institutes throughout the world, invariably to spread the influence of Chinese culture and language, the pre-eminence of China could only "improve" in time.  
Japan, being a country poor in natural resources, cannot stand alone and just keep watch. Indeed, it would be to Japan's detriment if it does not engage in a soft power competition with China in some form to attenuate the Chinese effects that are growing more salient by the day.  
But there is a problem too. If Japan is unsure and unclear of its international identity, then entering such a race with China would be self-defeating almost from the start.  
This is because Tokyo would not know which universal value to promote. For instance, although Prime Minister Shinzo Abe is firm against North Korea, he is unsure and uncertain with the issue of comfort women during World War II. This confusion affects Japan's ability to project its values, and in turn, others' ability to trust Japan completely.  
As a parliamentary democracy that has an exemplary record of ensuring quality employment and sound environmental management, Japan is in fact Asia's most qualified soft power. But does it know it? Often, it does not.  
Although Japan has various think tanks, universities and civic organisations that are equal to the task of spreading Japan's best practices, these organisations often do a poor job unless they are assisted by a local organisation.  
Thus, the Japan Institute of International Affairs (JIIA) is successful in allowing others to understand Japan only when it is aided, for example, by the network of Institute of Strategic and International Studies (Isis) think tanks in Southeast Asia.  
But the moment an Isis in Asean enters the picture, crucial templates like democracy, good governance and quality economic growth are kept out, leaving JIIA promoting values similar to those in Southeast Asia, but not necessarily values that Japan as a nation should be proud of.  
Indeed, due to Japan's tendency to hang too closely with the US, coupled with its risk-averse foreign policy that does not allow it to take bold measures abroad - not unless something has first been finalised in Kasumigaseki - Japan has always been unable to shed its image as Washington's sidekick.  
In contrast, China does not suffer from this ignominy at all. Hence, it can project itself as a more independent power in various parts of the world.  
Japan's reluctance to take a leadership role in international events is another setback. For example, instead of sending United Nations peacekeepers to East Timor, Japan has taken to merely sending engineers.  
This is fine. But when a small country like Malaysia can send more troops, or have one of its personnel appointed as the UN commander, then the effect of Japan being a responsible power in the region is eclipsed.  
When a Japanese officer was killed in Cambodia in 1993, the whole nation made a huge outcry. But Japan has to think increasingly about becoming a country that is larger than itself when it comes to wielding soft power.  
In contrast, China has tried to increase its responsibilities under the UN, even as it withholds approving a peacekeeping mission in Darfur, Sudan. Thus there is still a window of opportunity for Japan to up the ante.  
In the battle of wits between Japan and China, more competition is ultimately good since it could create absolute gains for all.  
But if soft power competition between China and Japan involves wanton distribution of aid, trade concession and cheap loans, all without proper stipulations that can improve governance, then the long-term welfare of the region and the world would not necessarily be improved. If anything, there would be a dreaded "race to the bottom".

**Japan’s government is a model for global democracy**

**McCreedy 3**

**Amy McCreedy is program associate in the Woodrow Wilson Center’s Asia Program "Durable Democracy: Building the Japanese State", March 2003, www.wilsoncenter.org/topics/pubs/asiarpt\_109.pdf**

Japan is the most successful case of democratic state building that the world has ever seen. From the rubble of World War II, Americans and Japanese built a constitutional system that is stable, guarantees a wide spectrum of human rights, and is seen as legitimate by virtually all members of society.Thus, the Japanese case is both fascinating and important for anyone who is interested in how democracies take root and grow. The first “non-Western” country to achieve civil liberties and prosperity on par with the world’s richest countries, it inevitably has been **seen as a role model for developing countries everywhere.** The following essays, which examine Japanese democracy from a historical perspec-tive, touch on many important issues related tothe present day.Two of these issues merit special notice. First, these essays explore why the dem-ocratic shift in Japan was so successful—and whether the Japanese experience holds lessons for those who hope to effect similar political transitions elsewhere. Though the Japanese case was unique in many ways, studying it can enrich our understanding of what is involved in the Herculean task of state building.

**Democratic Consolidation solves extinction**

**Diamond 95, “Promoting Democracy in the 1990’s,” October 1995. Available from the World Wide Web at:** [**http://www.carnegie.org/sub/pubs/deadly/dia95\_01.html**](http://www.carnegie.org/sub/pubs/deadly/dia95_01.html)**, accessed 2/20/04.**

OTHER THREATS This hardly exhausts the lists of threats to our security and well-being in the coming years and decades. In the former Yugoslavia nationalist aggression tears at the stability of Europe and could easily spread. The flow of illegal drugs intensifies through increasingly powerful international crime syndicates that have made common cause with authoritarian regimes and have utterly corrupted the institutions of tenuous, democratic ones. 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. LESSONS OF THE TWENTIETH CENTURY 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. They are better bets to honor international treaties since they value legal obligations and because their openness makes it much more difficult to breach agreements in secret. Precisely because, within their own borders, they respect competition, civil liberties, property rights, and the rule of law, democracies are the only reliable foundation on which a new world order of international security and prosperity can be built.

\*\*\* AT: Carp CP

There is no link to closing the locks

Their evidence is about the PROPOSED closing of the locks. The counterplan doesn't close them and the plan doesn't prevent closing the locks. Modernization has nothing to do with keeping a lock operating or not.

Closing the locks is not feasible – it won't be done

Shenoy 12 Rupa Shenoy, Minnesota Public Radio, April 5, 2012 MPR News "US official skeptical of closing locks to bar Asian carp" http://minnesota.publicradio.org/display/web/2012/04/05/invasive-asian-carp/

Goss is the Obama administration's top official working on the problem of invasive Asian carp. He was in Bloomington, Minn., Thursday for a meeting of the Asian Carp Regional Coordinating Committee. Goss, along with other federal and state officials, agree the carp pose a threat to native wildlife in Minnesota's rivers. But Goss indicated he is skeptical the latest proposal would work to stop the fish's spread.

U.S. Sen. Amy Klobuchar and U.S. Rep. Erik Paulsen have proposed closing the Upper St. Anthony Falls Lock and Dam in Minneapolis if adult Asian carp are caught above the dam in Hastings.

Goss doesn't think the idea is feasible long-term.

#### Closing the locks is not proven to solve

Sepic 12 [Matt Sepic](http://minnesota.publicradio.org/about/people/mpr_people_display.php?aut_id=30715), Minnesota Public Radio May 7, 2012 MPR News Critics of war on invasive carp decry cost, environmental impact <http://minnesota.publicradio.org/display/web/2012/05/07/asian-carp/>

Greg Breining, a journalist and author of several books on nature and the environment, says Minnesotans should have to make these kinds of choices.

"There's a lot to be learned about exotic species in ecosystems. I think it's worth some research and some study. But to declare war on invasives opens up a big money pit," he asserts.

Breining is no fan of Asian carp. But he says the conventional wisdom that we have to move heaven and earth to stop one type of fish to save others is a false choice. Breining also says control efforts — whether installing electric barriers, introducing predators or closing rivers — could wind up doing more harm than good. And Breining says all this war rhetoric reinforces the myth that humans can control nature.

"It's just not very effective. It's like a war on terrorism or a war on drugs. It's just a way to spend a lot of money to no particularly beneficial end," he said.

Macalester College biologist Mark Davis agrees.

"Non-native species originally, and in many cases still are, referred to as 'invaders.' That's obviously not a neutral term," he said. There is a lot at stake with Asian carp, but the research is far from conclusive, scientists, policymakers and the public all need to be skeptical of worst-case-scenario predictions.

Carp enter in other ways

Karnowski 12 STEVE KARNOWSKI, Associated Press May 14, 2012 Minn Public Radio News Asian carp may have found a Minnesota back door through Iowa <http://minnesota.publicradio.org/display/web/2012/05/13/asian-carp-minnesota-iowa-back-door/>

MINNEAPOLIS (AP) -- There's a back door for Asian carp to sneak into Minnesota, and fisheries officials are worried that the invaders might have found it already.

Commercial fishermen recently caught dozens of Asian carp in northwestern Iowa's Great Lakes, one of that state's most popular vacation spots. Those waters connect with lakes and streams in southwestern Minnesota, so the haul came as an unwelcome surprise to Minnesota officials who've been more focused on the higher-profile fight against Asian carp infiltrating up the Mississippi River.

"We view it as a big threat. ...These fish don't recognize political boundaries," said Ryan Doorenbos, area fisheries supervisor for the Minnesota Department of Natural Resources in Windom.

Their evidence doesn't say any species goes extinct

Carp dominating the ecosystem doesn't mean others are wiped out

Carp don't cause extinction

Breining 12 GREG BREINING April 1, 2012 Minneapolis Star Tribune Minnesota vs. Asian carp

C:\Users\d21599z\Desktop\carp\145238045.html

Kevin Irons, aquatic nuisance species program manager for the Illinois DNR, reports that the carp, which strain the water for tiny plankton, present stiff competition for native bigmouth buffalo fish and American gizzard shad.

But there's no evidence they wiped out anything, or even caused the decline of any game fish. "I don't believe we've lost any species," he says.

In fact, the ascendance of Asian carp in the last decade has doubled Illinois' commercial fishing harvest.

Impact is empirically denied

Carp in the waters south of Minnesota have not caused human extinction.

### EXTENSION CARDS

#### – closing locks faces strong opposition

Sepic 12 [Matt Sepic](http://minnesota.publicradio.org/about/people/mpr_people_display.php?aut_id=30715), Minnesota Public Radio May 7, 2012 MPR News Critics of war on invasive carp decry cost, environmental impact <http://minnesota.publicradio.org/display/web/2012/05/07/asian-carp/>

The best way to slow their spread is to close the Mississippi to boat traffic at Minneapolis, Sorensen said. And Legislation in Congress would allow the Army Corps of Engineers to do just that. Sen. Amy Klobuchar introduced a measure in March that would allow the Corps to shut down the Upper St. Anthony lock if adult Asian carp are found upstream of Hastings, or if juveniles are found north of Alma, Wis.

"These fish are a menace, and it's critical that we take quick and decisive action," she said. "We always love in Minnesota to be known as the state of 10,000 lakes. We don't want to be known as the state of 50,000 carp."

But closing part of a major river to boats has generated some strong opposition in the Twin Cities, where two big industrial users still rely on barge shipping: a scrap metal recycler, and Aggregate Industries.

#### Carp don't cause extinction

Sepic 12 [Matt Sepic](http://minnesota.publicradio.org/about/people/mpr_people_display.php?aut_id=30715), Minnesota Public Radio May 7, 2012 MPR News Critics of war on invasive carp decry cost, environmental impact <http://minnesota.publicradio.org/display/web/2012/05/07/asian-carp/>

In the Illinois River, another place where silver carp are jumping into boats, native gamefish still survive. However a state biologist there says the natives are smaller than they used to be. That indicates competition for food, but so far Asian carp have not killed off other species. In Chicago, electric barriers are in place to keep the fish out of Lake Michigan. And officials are also trying something more low-tech: Letting commercial fishermen haul off boatloads of them for sale in Asia. It's a thriving business

Asian carp were first imported decades ago to control algae in commercial fish farms. At the time, few foresaw the consequences. But Davis says those hoping to eradicate the fish need to weigh the environmental consequences of anything they do.

"Are [the invasives] really going to devastate the fisheries? Are they really going to drive some of these species to extinction or near-extinction? In most cases, the new species come in and actually add to biodiversity, because they usually do not drive the native species to extinction," Davis said. [prof biology at Macalester]

\*\*\*EIS/Everglades Trade off

EIS CP

1. The CP is just plan plus, it results in the same action as the plan just has an environmental assessment before action.

2. The review process could take years

Dill 5 – PhD in Urban Studies

Jennifer, “What Influences the Length of Time to Complete NEPA Reviews? An Examination of Highway Projects in Oregon and the Potential for Streamlining,” http://dot.alaska.gov/stwddes/desenviron/assets/pdf/resources/nepareviewtime.pdf

How long does the environmental review process take? The Louis Berger Group sampled 100 EISs from the 1970s, 1980s, and 1990s, to help FHWA obtain a baseline for measuring performance (2). They estimated the length of time taken to complete the NEPA process based on the information in the EIS. The end date was the date on the final EIS. The start date varied. In Phase II of the project, the Louis Berger Group collected data on 244 projects from 1995 to 2001 and calculated the length of the NEPA process using the Notice of Intent (NOI) as the start date and the Record of Decision (ROD) as the end date. In addition, for the past five years, FHWA has tracked the length of time to complete the NEPA process, also using the NOI and ROD dates (7). The data from these three sources is shown in FIGURE 1. The two studies by the Louis Berger Group noted that the time to complete NEPA was not normally distributed, and that a handful of very lengthy projects often skewed the data. In such cases, the median may be a better indication of central tendency. For example, the median time to complete NEPA for the projects from the 1970s through 1990s was 3.0 years, compared to a mean of 3.6 years for all three decades. FIGURE 2 shows the medians from the same three data sources. In addition, in 1994 the General Accounting Office (GAO) reviewed 76 projects with EISs completed between 1988 and 1993 (5). The average time from NOI to ROD was about 4.5 years. This figure is consistent with the Berger Group data. At the request of the American Association of State Highway and Transportation Officials (AASHTO), in 2003 TransTech Management, Inc. surveyed 31 state departments of transportation about their most recent final EIS document (8). They found a median time taken from NOI to ROD of 3.7 years, ranging from just over two years to almost 12 years. The difference from the FHWA/Berger Group data was not explained

3. High risk of no solvency – project will be cancelled and links to PTX

Conrad and Sarwal 6 (Memebers of the chamber of commerce. Full Date: December 2006. Accessed: 7/12/12. http://www.scotusblog.com/movabletype/archives/06-466Chamber.pdf)

NEPA’s requirements are essentially procedural: An agency must take a “hard look” at potentially significant environmental effects of its proposed actions, but the Act does not purport to control the agency’s ultimate choices. See, e.g., Vermont Yankee Nuclear Power Corp. v. NRDC, 435 U.S. 519, 558 (1978). That procedural mandate has served an important role in correcting a situation in which agencies did not take sufficient account of environmental concerns. Over time, however, both NEPA’s procedural requirements and, in particular, litigation challenging the adequacy of an agency’s NEPA compliance have also become “notorious for special interest abuse.” Frank B. Cross, The Judiciary and Public Choice, 50 Hastings L. J. 355, 375 (1999). An expansive judicial view of NEPA’s requirements, which first shapes action at the administrative level and then plays out in follow-on litigation, can introduce significant costs and delay in obtaining agency action—costs and delay that are too often the only real ends of those who use NEPA to impose them. One commentator describes the phenomenon as follows: Delay buys time, which opponents can use to build popular and political opposition to the project. New information may develop, partially through the dis-closures of the NEPA statement. Inflationary pressures, and other costs, could economically doom the project during the delay. NEPA thereby became an important means to the end: stopping the project. Denis Binder, NEPA, NIMBYs and New Technology, 25 Land and Water Law Review 11, 17 (1990). See also, e.g., James Dao, Environmental Groups to File Suit over Missile Defense, N.Y. Times, Aug. 28, 2001, at A10 (reporting plaintiff’s statement that “the hope is that [the NEPA-induced] delay will lead to cancellation…. That’s what we always hope for in these suits**.**”); Daniel Ackman, Highway to Nowhere: NEPA, Environmental Review and the Westway Case, 21 Colum. L.J. & Soc. Probs. 325 (1988). In other words, NEPA can easily become a tool of those interested in scuttling a project for any reason.

#### 4. Condo is a voter – causes strat skew kills aff offense – moots the 2ac and creates too much of a research burden for the aff – key to in depth discussion key to education – condo allows for infinite amount of advocacies– dispo solves all your offense.

5. Big risk of uncertainty – affects politics links

Beder 90 – Professor of Social Sciences

Sharon, “Environmental Impact Statements: The Ethical Dilemma for Engineers,” http://herinst.org/sbeder/engineers/dilemma.html

Naturally, they will want that document to emphasise the advantages of the project to the community and to downplay the disadvantages. To a large extent that environmental impact statement becomes a sales document for the project. Any expression of possible adverse environmental effect or even any mention of uncertainty will certainly be grabbed by opponents of the project, magnified and used against them.

Everglades T/O DA

1. The Army corps already stopped funding everglades restoration; their evidence is just environment restoration in general

Reid 11

Andy Reid, Sun Sentinel, 9/25/11, “Army Corps of Engineers closes Everglades Division,” <http://articles.sun-sentinel.com/2011-09-25/news/fl-everglades-army-corps-20110919_1_everglades-restoration-everglades-coalition-everglades-program>

The Army Corps of Engineers this summer disbanded its Everglades Division, signaling another potential slowdown for overdue restoration of the famed River of Grass and boosting South Florida's water supply. The move was prompted by Army Corps expectations that both state and federal money for Everglades restoration could be scaled back under Gov. Rick Scott and because of budget fights in Congress.

2. Their Quinlan evidence indicates that locks are not getting the funding that they need in the status quo and that they are more important for the economy and environment than the everglades are, turns DA

3. Restoring the everglades is in the hands of local ranchers and farmers

USDA 7/13

USDA, “Federal Partners Announce $80 Million in Everglades Project Funding, http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/newsroom/?cid=STELPRDB1048305”

“President Obama has made restoring the iconic Everglades a national priority,” Vilsack said. “Restoring these wetlands demonstrates a strong commitment to partnerships with ranchers and farmers to improve water quality and habitat protection while supporting Florida’s strong agricultural economy and ranching heritage. These investments are paying off, creating nearly 7,000 jobs in Florida’s economy and preserving thousands of acres of precious wetlands for future generations to enjoy.”

4. Alt cause – sugar cane industry is largest cause of Everglade depletion

Frazier 7 (Bart Frazier is the Program Director at the Future of Freedom Foundation, September 24, 2007, Future of Freedom Foundation, “Destroying the Everglades,” http://www.fff.org/freedom/fd0706f.asp //nimo)

The U.S. sugar industry is one of the most heavily subsidized sectors of the U.S. economy. Sugarcane growers are protected from international competition by quotas and aided domestically by nonrecourse loans. In 1994, it was estimated that the top 10 sugar producers in Florida received approximately $174 million in federal benefits.¶ Most people would be surprised to learn that, south of Orlando, a large portion of the country’s sugar is grown below Lake Okeechobee. The sugar industry is largely responsible for the deterioration of the Everglades, and, in all likelihood, would be only a fraction of its current size if the government did not protect it.¶ Of the 1.7 million acres created by the U.S. Army Corps of Engineers through the Central and South Florida Project, 1.2 million are currently being used for the cultivation of sugar cane.¶ Sugar cane is highly destructive to the Everglades. As discussed above, the most detrimental effect of the sugar industry is the disruption of the water cycle to which the wildlife has adapted. The entire Florida sugar industry hugs the southern shore of Lake Okeechobee like a giant tick, directly blocking the water source for the remaining Everglades. All water flow is now controlled through levees and canals, with a large portion of it being used for irrigating sugar cane, with more being diverted to both of Florida’s coasts.¶ The farming techniques that the sugar farms employ are not very Everglades-friendly. The largest pollutant of the Everglades is phosphorous, a primary component of fertilizer used to grow sugar cane. High levels of phosphorous cause algae blooms to multiply, which chokes off the oxygen supply in marine ecosystems, killing off vast quantities of wildlife. The primary source of phosphorous in the Everglades is fertilizer runoff from sugar-cane production. The soil of southern Florida is not ideal for sugar production, and the farms must use large doses fertilizer to get the results they are looking for.

Elections DA – Romney Mandate

1. Obama will almost definitely win

Silver 8/3 (Nate Silver, 8/3/12, Fiver Thirty Eight Blog for New York Times, “Aug. 3: A Good Week for Obama in Forecast,” http://fivethirtyeight.blogs.nytimes.com/2012/08/03/aug-3-a-good-week-for-obama-in-forecast/ //nimo)

The past week of polling and economic data was relatively newsworthy by our forecast model’s standards, and most of the news was good for President Obama. On Tuesday, Mr. Obama was helped in the forecast by a report showing an increase in personal income — one of the economic variables that the forecast model uses, and a reasonably good predictor of voter preferences in past elections. On Wednesday, he polled strongly in a number of swing states. And on Friday, Mr. Obama got a respectable — although by no means wonderful — employment report, which estimated that 163,000 jobs were created in July. The forecast model uses the jobs number directly in its forecast. It also incorporates the S&P 500 index, which was up sharply on Friday — partly on the jobs news and partly because investors were in a better mood about the situation in Europe. Mr. Obama’s probability of winning the Electoral College increased slightly on the economic news, to 71.1 percent from 70.2 percent. Mr. Obama’s lead in the popular vote is quite narrow: the forecast projects him to win 50.7 percent of the vote, against 48.3 percent for Mitt Romney. (Interestingly, this is the exact margin by which George W. Bush defeated John Kerry in 2004.) Mr. Obama has some chance of winning the Electoral College despite losing the popular vote — but the reverse outcome is less likely. Meanwhile, the comparatively encouraging economic reports of the past week make it less likely that there is another shoe to drop on Mr. Obama in the form of a further economic downturn. The economy is bad enough as it is, but voters in past elections have judged incumbents by the amount of progress in the economy, rather than how productive it is in an absolute sense. So far, Mr. Obama seems to have persuaded a slim plurality of voters that there are enough hopeful signs to warrant another term for him. Mr. Romney still has plenty of ammunition to make the counterargument, but the flow of economic data this week made it a little harder for him.

2. Close elections are caused by political division – makes mandates impossible

West 2 (Darrell M. West, PhD Indiana University, Political Science, 2002, Genesis Institute, InsidePolitics.org, “Divided America Produces Divided Election Results,” http://www.insidepolitics.org/heard/heard110800.html //nimo)

It was a historic election in many respects -- razor thin margins in the House and Senate, a presidential contest still too close to call the morning after the election, and the potential for a split result between the popular vote and the Electoral College. But what the 2000 election confirmed is what we have known for several years -- America is closely divided between Republican and Democratic visions. The tightness of the presidential, House, and Senate results shows neither party has a mandate for decisive action. Men, whites, country-dwellers, and those making over $100,000 tilted toward Bush and Republicans across the country, while women, minorities, and those with modest incomes leaned in favor of Gore and Democrats.

3. We have the best internal link to the economy – without strong inland waterway we won’t be able to trade or revitalize the economy through investor confidence

4. Only the direction of the economy will affect the election – not plan popularity

New York Time 12 (New York Times, 3/13/2012 (Muddled Economic Picture Muddles the Political One, Too, p. <http://www.nytimes.com/2012/03/14/us/politics/economy-plays-biggest-role-in-obama-re-election-chances.html?_r=1>)

The final major economic turning point of President Obama’s first term seems to have arrived. The question is which way the economy will turn. Job growth has picked up nicely in the last few months, raising the prospect that the American economy is finally in the early stages of a recovery that will gather strength over time. But with gas prices rising, the government cutting workers and consumers still deep in debt, some forecasters predict that economic growth — and with it, job growth — will slow in coming months. Politically, the difference between the two situations is vast. In one, Mr. Obama will be able to campaign on a claim, as he has recently begun to do, that the country is back on track. In another, he will be left to explain that recoveries from financial crises take years, and to argue that Republicans want to return to the Bush-era policies that created the crisis — as he tried to argue, unsuccessfully, in the 2010 midterm election. His approval rating has slipped again in some polls recently, with higher gas prices possibly playing a role. As a result, the economic numbers over the next couple of months, including an unemployment report on April 6, will have bigger political implications than the typical batch of data. The Federal Reserve acknowledged the uncertainty in its scheduled statement on Tuesday, suggesting the economy had improved somewhat but still predicting only “moderate economic growth.” Economists say the economy’s near-term direction depends relatively little on Mr. Obama’s economic policies. The standoff over Iran’s nuclear program, the European debt crisis and other events will most likely affect the economy more. But many American voters are still likely to make their decision based on the economy. Historically, nothing — not campaign advertisements, social issues or even wars — has influenced voters more heavily than the direction of the economy in an election year. “If you could know one thing and you had to predict which party was going to win the next presidential election,” Lynn Vavreck, a political scientist at the University of California, Los Angeles, said, “you couldn’t do better than knowing the change in economic growth.”

#### 5. Voter partisanship precludes any large victory

Abramowitz 12 Alan I. Abramowitz, Senior Columnist and prof of political science at Emory July 12th, 2012

Saboto's Crystal Ball Fasten Your Seat Belts: Polarization, Weak Economy Forecast Very Close Election http://www.centerforpolitics.org/crystalball/articles/abramowitzpolarizationmodel/

The unexpected closeness of all four presidential elections since 1996 suggests that growing partisan polarization is resulting in a decreased advantage for candidates favored by election fundamentals, including first-term incumbents. This change is the product of a close division between party supporters within the electorate and a decrease in the willingness of voters to cross party lines to vote for any candidate from the opposing party, including an incumbent. As a result, election outcomes tend to reflect the underlying division between supporters of the two major parties, and right now that division is very close. In fact, the last four presidential elections have produced the closest victory margins and the smallest inter-election vote swings of any four consecutive elections in the past century.

**6. There is no internal link between their link and impact evidence indicating that Romney will win.**

#### 7. The plan can't change the election – voters have already decided

Helling 12 DAVE HELLING, McClatchy Newspapers Miami Herald 7-22-12 "Is the race for president already over?"

http://www.miamiherald.com/2012/07/22/2906564/peoples-minds-are-made-up-unlikely.html

But a growing number of political scientists and campaign consultants - backed by the latest polling data - think the daily campaign back-and-forth is having no significant effect on voters. Most Americans have locked in their presidential decisions, polls released Thursday suggested, and the already small number of persuadable voters shrinks by the hour. Put another way: America could vote for president next week, and the outcome would probably be the same as it will be in November. "That's accurate, barring some really big, big event or change in the political environment," said Alan Abramowitz, a political science professor at Emory University in Atlanta, who has studied presidential voting patterns. Kenneth Warren, a political science professor at St. Louis University, agreed. "Most people have decided who they're going to vote for early on," he said. Recent polls show those who have decided are split almost evenly between Obama and Romney. In a CBS/New York Times poll, Romney led by 1 point. In a Fox News poll, he trailed Obama by 4 points. A National Public Radio poll found Obama leading by 2 points. A Gallup tracking poll over the same time period showed the race dead even. The average of polls puts the Obama advantage at 1.2 percent, according to Real Clear Politics, a political aggregation website. The incumbent has led Romney in that average by a one- to two-point margin since last October. Political scientists and consultants said there were several reasons for early presidential decision-making. In an Internet-cable-TV age, voters are pounded with political messages daily, helping them make up their minds far in advance of the election. An incumbent in the race makes at least one of the candidates a known quantity. And American voters are deeply divided, further cementing their choices.

#### 8. Issues won't help Romney – people just don't like him. He's already ahead on the issues

Tumulty 7-28-12 Karen Tumulty, The Washington Post Originally published Saturday, July 28, 2012 Seattle Times

<http://seattletimes.com/html/nationworld/2018799201_likability29.html>

If you believe the polls, it would appear there is one big factor standing in the way of Mitt Romney being elected president: Americans don't like him as well as they do Barack Obama. That was confirmed again in a new USA Today-Gallup survey, where respondents gave Romney higher marks on every issue that voters say they care most about this year: the economy, jobs, taxes, the deficit. But President Obama crushed Romney — 60 percent to 30 percent — on the question of which of the two was more likable. In April, a Washington Post-ABC News poll found an even larger gap, with 64 percent of those surveyed describing Obama as the friendlier, more likable candidate, and only 26 percent saying that about Romney.

\*\*\* AT: Maintenance CP

## Definitions of Modernization

#### Modernization is the adaptation of status quo facilities

Rakes, ’11 [Bobby M Rakes Jr, Director of public works at the US army installation command, http://www.flwsame.com/DPW%20SRM%20%28Brian%20Nelson%29%20Presentation.pdf]

• Sustainment – maintains facilities in the current condition¶ and includes regularly scheduled adjustments and¶ inspections, preventative maintenance tasks, and emergency response for minor repairs • Restoration – improve existing facilities to current standards • Modernization – adapts existing facilities to meet new standards

#### Modernization is lock or dam replacements and updating

Department of the Army ’10 [Army Pamphlet 10-11 “Project definition and work classification” http://www.apd.army.mil/jw2/xmldemo/p420\_11/main.asp]

Modernization means the alteration or replacement of facilities solely to implement new or higher standards, to accommodate new functions, or to replace building components that typically last more than 50 years (such as, the framework or foundation).

## Replacement K2 Food

#### Replacement is key to food prices

**NCGA 03 (**National Corn Growers Association, “NCGA Asks Army Corps For Lock And Dam Modernization Now”, http://cornandsoybeandigest.com/ncga-asks-army-corps-lock-and-dam-modernization-now)

Vaughan also strongly encouraged the Corps to remain on schedule to complete the Upper Mississippi/Illinois Waterway Navigation Feasibility Study next year so that Congress can act to authorize new locks and dams. Congress is waiting for the Corps to complete work on this study before it approves construction plans.¶ Currently, serious congestion delays at seven locks inhibit the free flow of bulk commodities. Unless they are upgraded soon, barge delays will continue and the cost of transporting U.S. commodities to the Gulf of Mexico will rise, hurting the American farmer’s export potential.¶ “Growers face multiple challenges, from intense competition to unfair trade practices to a wide variety of regulations. They should not have to worry about efficiently moving their product,” Vaughan concluded.

## Modernization K2 Larger Barges

#### Modernization is key to transporting larger barges

Farm Futures 2011 (November 30, “Time for Action on Lock and Dam Modernization”, http://farmfutures.com/story.aspx/time-action-lock-dam-modernization-0-55178)

The country's inland navigation system moves more than a billion tons of domestic commerce valued at more than $300 billion per year. This includes about 60% of all grain exports. To let candidates for political office know that farmers and their allies are paying attention to their positions on funding for essential lock and dam improvements along the Mississippi River, representatives from commodity organizations, shippers, barge operators and the Waterways Council have decided to move forward in the creation of a structured plan that places an emphasis on expressed goals. ¶ The Waterways Council was selected to lead this new effort. Now, WCI will begin to review an action proposal by former Illinois Congressman Jerry Weller, of the U.S. Strategies Corporation, and Bradshaw. ¶ National Corn Growers Association President Garry Niemeyer says by acting together, they can magnify their voices, and thus their effectiveness, exponentially. He says achieving the goal is not only important for farmers and shippers, but the nation as a whole will benefit from the job creation and shipping efficiencies this project would generate.¶ Investment in the Upper Mississippi and Illinois Waterways has not kept pace with the needs of the transportation sector. The lock system is approaching 80 years old and cannot accommodate modern barging practices that use 1,100 foot barge-tows. Many of the locks are only 600 feet long, forcing barges to use the time-consuming and dangerous double-locking procedure.

#### Modernization is necessary for effective transportation

Harker, staffwriter for Brownfield Ag, 4/2 (Julie, 2012, “ASA supports WAVE4 lock & dam bill”, http://brownfieldagnews.com/2012/04/02/asa-supports-wave4-lock-dam-bill/)

¶ ASA Vice President Danny Murphy, a grower in Mississippi, tells Brownfield the locks and dams are in desperate need of modernizing. The Waterways Are Vital for the Economy, Energy, Efficiency, and Environment bill (also known as “WAVE4”) would increase the 20 Cents per gallon diesel user fee for barge operators.¶ ¶ “Part of this WAVE4 bill,” says Murphy, “Would increase that fuel tax by 6 to 9-cents which would help stabilize the funding and maybe would help be able to move forward where we could start modernization on several of those locks.”¶ ¶ Some government funding would also be involved. The WRDA legislation that passed in 2007 has never been adequately funded. WAVE4 and similar legislation in the Senate Murphy says would benefit energy and transportation as well as ag.¶ ¶ “Especially on the Kentucky River and Ohio River,” Murphy says, “There’s a lot of coal and oil that moves on those rivers, too. You know, it’s important for our whole economy.”¶ ¶ Sixty-percent of US soybeans are exported and 75 percent of those exports coming down the Mississippi River.¶ ¶ Murphy says, “The efficiency of our waterways and being able to move our grain has really set the foundation for us being able to export like we do and we’re in danger of losing that advantage if we don’t do something soon.”¶ ¶ Murphy says most of the existing locks are half the size they need to be and with this bill they would double in length and be able to carry barge traffic more quickly and efficiently.

## Modernization Solvency

#### Failing to modernize increases the likelihood of closures and delays

WCI no date (Waterways Council, “Locks Age Ungracefully”, http://www.waterwayscouncil.org/WWSystem/WCI\_AgingStepSheets\_Comp3.pdf)

Today, more than half of the 240 operational Corps-funded lock chambers in the United States- which handle more than 620 million tons of freight each year- are over 50 years old and have exceeded their economic design lives. The replacement value of our lock and dam facilities has been estimated at more than $125. Owned and operated by the federal government. The system’s infrastructure has been recapitalized with an investment of about $4 billion since 1986, half of which was funded from the Inland Waterways Trust Fund. Many locks currently in use are too small for today’s larger tows. They are susceptible to closures and long delays for repairs and are unable to deal effectively with lines and wait times that result from their obsolescence. On the Upper Mississippi River, for instance, almost all lock chambers are 600 feet in length. However, the average length of a modern tow (15 barges pushed by a towboat) is 1,200 feet. Consequently, for a modern tow to navigate through these antiquated locks, it must split in half and transit the lock one section at a time resulting in costly delays.

#### Major rehabilitation and replacements are necessary to keep the inland waterway system functioning- repairs can’t substitute

Grier, Navigation Program Manager for the ACE, 2004 (David, “The Declining Reliability of the U.S. Inland Waterway System”, http://onlinepubs.trb.org/onlinepubs/archive/Conferences/MTS/4A%20GrierPaper.pdf)

Like highways and railways, inland waterway infrastructure requires routine maintenance¶ and the occasional major rehabilitation, modernization or replacement. And despite the¶ most diligent efforts of those responsible for infrastructure operation, any system will¶ likely suffer the occasional mishap and shut down. However, the recent series of service¶ disruptions on the inland waterways highlights an alarming trend toward an ever-larger¶ O&M backlog, delayed completion of the ongoing construction of replacement projects¶ or major rehabilitations of existing projects, and the repeated postponement of new starts¶ of projects in the queue.¶ In its 2004 Annual Report, the Inland Waterways Users Board expressed deep concern¶ about the integrity of waterway infrastructure, the need for timely maintenance and major¶ rehabilitations, and an end to delays in completing ongoing construction projects.11 The¶ board noted that projects under construction face a cumulative delay of 31 years that has¶ so far resulted in more than $4.3 billion in economic benefits foregone that can no longer¶ be recovered (based on the economic benefits these projects would have produced if¶ completed on schedule). The board also expressed alarm about the potential for a¶ catastrophic failure of inland waterway infrastructure and called for a $100 million¶ increase in O&M funds to address maintenance priorities and to begin to reduce the¶ backlog.¶ A number of projects underway or planned might have reduced or avoided the impacts of¶ the recent navigation disruptions previously highlighted (see Figure 7). Most¶ significantly, a second 1200-foot chamber at McAlpine was originally scheduled for¶ completion in 2002. Had this project been in place, the system-wide impacts of a total¶ shut down of the Ohio River could have been avoided. A number of major rehabilitations continue to await new start funds, including Locks &¶ Dam 27 on the Upper Mississippi (to include gate replacements), Emsworth, Markland,¶ and the Chicago Harbor Lock. A major rehabilitation at Lock & Dam 19 on the Upper¶ Mississippi is proposed to receive initial funding in fiscal year 2005. Rehabilitation of¶ Lock & Dam 24 is continuing but not fully funded, while rehabilitations at Locks &¶ Dams 3 and 11 have been underway for some years but have been eliminated from the¶ fiscal year 2005 budget request.12 The emergency work planned or underway for Lock &¶ Dam 27 and Emsworth will be addressing some of the problems that would have been¶ corrected under a major rehabilitation, but these critical repairs are no substitute for a¶ major rehabilitation itself.¶ Conclusions¶ The Corps of Engineers’ Lock Performance Monitoring System data indicate that lock¶ unavailability time has more than doubled over the past decade. While a more detailed¶ look at the causes of the unavailability time is needed (lock malfunction versus other¶ reasons), data for locks on the Upper Mississippi River suggest that increasing durations¶ of unscheduled lock maintenance and mechanical malfunctions are a primary cause. This¶ has serious implications for the future of the inland waterway system as a viable freight¶ transportation mode. Concerns over increasing lock unavailability time, lock¶ unreliability, and system integrity may be leading some shippers toward a modal shift to¶ rail or highway. Considering that on a system-wide basis, waterways are generally more¶ energy efficient and produce fewer air emissions than other freight modes, perhaps there¶ needs to be a discussion of what transportation policies and goals best serve the long-run¶ national interest. As noted earlier in this paper, the Department of Transportation’s¶ Freight Analysis Framework (FAF) is projecting freight traffic to increase 70 percent by¶ 2020. The brunt of this growth will be borne by highways, which are already at capacity¶ in many locations. The FAF assumption is that rail and water modes can help meet the¶ freight demand that cannot be handled by the highway system. But if lack of investment¶ and perceived unreliability are already steering shippers away from water, this mode may¶ not be able to play the future role for which it is needed. Indeed, with increasing lock¶ unavailability across the system, the practical capacity of the inland waterway mode¶ diminishes over time, pushing more cargo off the system and perhaps stressing other¶ freight modes even sooner than suggested in the recent FAF study.

#### Locks and Dams are past their life expectancy- replacements are required

Boselovic 3/21 (Len, “Locked and Damned: Federal budget running dry for locks repair”, http://old.post-gazette.com/pg/12081/1218291-455.stm)

WASHINGTON, D.C. -- Each year, the deteriorating locks and dams used to transport about 550 million tons of coal, grain and other products on the nation's rivers increase the pressure to fix what the U.S. Army Corps of Engineers and industry officials agree is a broken system for maintaining the nation's aging river infrastructure.¶ Unfortunately, the federal budget process -- and the budget itself -- are just as broken.¶ That makes it difficult for those who maintain and use more than 200 locks along 27 U.S. rivers to imagine the government doing much more than it does now: funding an $8 billion backlog in repair and replacement projects at the glacial pace of $170 million per year.¶ At this rate, it will take 47 years -- about as long as a new lock or dam is expected to last -- to build projects authorized by Congress as far back as 1988.¶ In the meantime, the Corps has resorted to a triage system for maintaining fixtures long past their 50-year life expectancy. Those include the 105-year-old locks and dam at Elizabeth on the Monongahela River and a Depression-era lock upriver at Charleroi.¶ Under the current funding scheme, both facilities would be replaced in 2024 -- at the earliest. And if either fails before then, it could close the Mon to river traffic. A one-year closure could force consumers to pay as much as $1 billion in added electricity costs, a consultant told the Corps last year.¶ The river industry is clamoring to pay more to build modern, efficient locks and dams at a faster pace. Two years ago, barge operators offered to pay as much as 45 percent more in fuel taxes to provide more funding for projects.

#### New locks key to solve – maintenance doesn’t solve structural failures – new locks uniquely reduce delays and congestion

Waterways Council 10 (“Chickamauga Lock Replacement Project,” August 23 2010, <http://www.waterwayscouncil.org/WWSystem/Fact%20Sheets/Chickamauga.pdf>)

PROJECT DESCRIPTION The Chickamauga Lock project was authorized by the Energy and Water Development Act of 2003. The project consists of a new 110 x 600’ lock to be located riverward of the existing 60’ x 360’ lock and immediately downstream of Chickamauga Dam. In addition, local roadways and utilities adjacent to the lock have been relocated to provide access to the site for construction. The major contracts for the project include the completed road and bridge relocations, nearly completed cofferdam, and the future construction of the lock. SUMMARY OF PROBLEM The new lock is required because of structural deficiencies of the existing lock resulting from physical expansion of the concrete structure. This phenomenon of concrete growth was observed soon after initial construction in the 1940’s and is caused by reaction between the alkali in the cement and the rock aggregate. Even with aggressive maintenance procedures, this expansion threatens the structural integrity of the lock and limits its life. At some point, the condition of the lock will cause TVA’s Dam Safety Officer to permanently close the lock to protect the public downstream and TVA’s investment in other features of the project. ANNUAL TRANSPORTATION TONNAGE AND PROJECTED GROWTH Chickamauga Lock is the gateway to the upper Tennessee River serving 318 miles from Chattanooga to Oak Ridge and Knoxville, Tennessee. This reach of the river provides navigation to the U.S. Department of Energy’s facilities at Oak Ridge and two nuclear power plants. Commodities traversing Chickamauga Lock have origins or destinations in 17 states, traveling an average 1,400 miles. From 1997 to 2010, annual tonnage passing through the lock ranged from 0.7 to 2.7 million tons. Traffic forecasts by the Corps of Engineers’ Navigation Center indicate that tonnage levels will grow to about 11.3 million tons by 2060. The existing lock has an average locking time per tow of almost 8 hours, the highest in the Ohio River System. The new lock will reduce the average processing time to less than 2 hours.

#### New locks needed – structural design can’t meet traffic demands

Waterways Council 10 (“Kentucky Lock Addition Project,” 2010, <http://www.waterwayscouncil.org/WWSystem/Fact%20Sheets/KYLD.pdf>)

The Kentucky Lock project was authorized by the Water Resources Development Act of 1996. The project consists of a new 110’ x 1200’ lock to be located landward and adjacent to the existing 110 x 600’ lock. In addition, three major relocations have been completed to construct the lock: 1) the relocation of four large transmission towers; 2) construction of a new two-lane highway bridge across the Tennessee River; and 3) construction of a new single track railroad bridge across the Tennessee River. The new lock is needed because of the existing lock’s inability to meet current and future traffic demands without significant delays. SUMMARY OF PROBLEM The existing single chamber is insufficient to meet existing and increasing tonnage. Over the last 10 years, average delays per tow have ranged from four to seven hours and projected traffic increases will only aggravate these delays. The lack of an auxiliary chamber at Kentucky Dam forces tows to use Barkley Lock during periods of extended delays and closures – a route that is much less efficient and often cannot accommodate 1200’ long tows. ANNUAL TRANSPORTATION TONNAGE AND PROJECTED GROWTH In 2010, tonnage on the Kentucky-Barkley system was over 32.7 million tons of commerce worth over $4 billion, with over 28 million tons transiting Kentucky Lock. Major commodities included coal, aggregates, petroleum and chemical products, and grain. Projected traffic growth in the Kentucky-Barkley system is 57 million tons by 2030 (source: Ohio River Main Stem Systems Study – Interim Feasibility Report).

#### Emergency repairs fail – replacement key

Waterways Council 10 (“Emsworth Locks & Dams,” January 2010, <http://www.waterwayscouncil.org/WWSystem/Fact%20Sheets/Emsworth.pdf>)

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10 foot deep scour holes and 65 percent of the erosion protection was in a failed state. A temporary repair of the erosion protection was completed in January 2005 by infilling the scour holes with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of any one of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the original emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is un-inspectable corrosion and thinning of plies of connected plates and shapes. A failure of a connection would be rapid in comparison with our ability to give ample warning time (with the use of instrumentation) to workers protected by the bulkheads, creating a plausible loss of life scenario. As a result, replacement of the bulkheads was approved.

#### Major rehabilitation and replacements are necessary to keep the inland waterway system functioning- repairs can’t substitute

Grier, Navigation Program Manager for the ACE, 2004 (David, “The Declining Reliability of the U.S. Inland Waterway System”, http://onlinepubs.trb.org/onlinepubs/archive/Conferences/MTS/4A%20GrierPaper.pdf)

Like highways and railways, inland waterway infrastructure requires routine maintenance¶ and the occasional major rehabilitation, modernization or replacement. And despite the¶ most diligent efforts of those responsible for infrastructure operation, any system will¶ likely suffer the occasional mishap and shut down. However, the recent series of service¶ disruptions on the inland waterways highlights an alarming trend toward an ever-larger¶ O&M backlog, delayed completion of the ongoing construction of replacement projects¶ or major rehabilitations of existing projects, and the repeated postponement of new starts¶ of projects in the queue.¶ In its 2004 Annual Report, the Inland Waterways Users Board expressed deep concern¶ about the integrity of waterway infrastructure, the need for timely maintenance and major¶ rehabilitations, and an end to delays in completing ongoing construction projects.11 The¶ board noted that projects under construction face a cumulative delay of 31 years that has¶ so far resulted in more than $4.3 billion in economic benefits foregone that can no longer¶ be recovered (based on the economic benefits these projects would have produced if¶ completed on schedule). The board also expressed alarm about the potential for a¶ catastrophic failure of inland waterway infrastructure and called for a $100 million¶ increase in O&M funds to address maintenance priorities and to begin to reduce the¶ backlog.¶ A number of projects underway or planned might have reduced or avoided the impacts of¶ the recent navigation disruptions previously highlighted (see Figure 7). Most¶ significantly, a second 1200-foot chamber at McAlpine was originally scheduled for¶ completion in 2002. Had this project been in place, the system-wide impacts of a total¶ shut down of the Ohio River could have been avoided. A number of major rehabilitations continue to await new start funds, including Locks &¶ Dam 27 on the Upper Mississippi (to include gate replacements), Emsworth, Markland,¶ and the Chicago Harbor Lock. A major rehabilitation at Lock & Dam 19 on the Upper¶ Mississippi is proposed to receive initial funding in fiscal year 2005. Rehabilitation of¶ Lock & Dam 24 is continuing but not fully funded, while rehabilitations at Locks &¶ Dams 3 and 11 have been underway for some years but have been eliminated from the¶ fiscal year 2005 budget request.12 The emergency work planned or underway for Lock &¶ Dam 27 and Emsworth will be addressing some of the problems that would have been¶ corrected under a major rehabilitation, but these critical repairs are no substitute for a¶ major rehabilitation itself.¶ Conclusions¶ The Corps of Engineers’ Lock Performance Monitoring System data indicate that lock¶ unavailability time has more than doubled over the past decade. While a more detailed¶ look at the causes of the unavailability time is needed (lock malfunction versus other¶ reasons), data for locks on the Upper Mississippi River suggest that increasing durations¶ of unscheduled lock maintenance and mechanical malfunctions are a primary cause. This¶ has serious implications for the future of the inland waterway system as a viable freight¶ transportation mode. Concerns over increasing lock unavailability time, lock¶ unreliability, and system integrity may be leading some shippers toward a modal shift to¶ rail or highway. Considering that on a system-wide basis, waterways are generally more¶ energy efficient and produce fewer air emissions than other freight modes, perhaps there¶ needs to be a discussion of what transportation policies and goals best serve the long-run¶ national interest. As noted earlier in this paper, the Department of Transportation’s¶ Freight Analysis Framework (FAF) is projecting freight traffic to increase 70 percent by¶ 2020. The brunt of this growth will be borne by highways, which are already at capacity¶ in many locations. The FAF assumption is that rail and water modes can help meet the¶ freight demand that cannot be handled by the highway system. But if lack of investment¶ and perceived unreliability are already steering shippers away from water, this mode may¶ not be able to play the future role for which it is needed. Indeed, with increasing lock¶ unavailability across the system, the practical capacity of the inland waterway mode¶ diminishes over time, pushing more cargo off the system and perhaps stressing other¶ freight modes even sooner than suggested in the recent FAF study.

#### Locks and Dams are past their life expectancy- replacements are required

Boselovic 3/21 (Len, “Locked and Damned: Federal budget running dry for locks repair”, http://old.post-gazette.com/pg/12081/1218291-455.stm)

WASHINGTON, D.C. -- Each year, the deteriorating locks and dams used to transport about 550 million tons of coal, grain and other products on the nation's rivers increase the pressure to fix what the U.S. Army Corps of Engineers and industry officials agree is a broken system for maintaining the nation's aging river infrastructure.¶ Unfortunately, the federal budget process -- and the budget itself -- are just as broken.¶ That makes it difficult for those who maintain and use more than 200 locks along 27 U.S. rivers to imagine the government doing much more than it does now: funding an $8 billion backlog in repair and replacement projects at the glacial pace of $170 million per year.¶ At this rate, it will take 47 years -- about as long as a new lock or dam is expected to last -- to build projects authorized by Congress as far back as 1988.¶ In the meantime, the Corps has resorted to a triage system for maintaining fixtures long past their 50-year life expectancy. Those include the 105-year-old locks and dam at Elizabeth on the Monongahela River and a Depression-era lock upriver at Charleroi.¶ Under the current funding scheme, both facilities would be replaced in 2024 -- at the earliest. And if either fails before then, it could close the Mon to river traffic. A one-year closure could force consumers to pay as much as $1 billion in added electricity costs, a consultant told the Corps last year.¶ The river industry is clamoring to pay more to build modern, efficient locks and dams at a faster pace. Two years ago, barge operators offered to pay as much as 45 percent more in fuel taxes to provide more funding for projects.

\*\*\* T updates

Infrastructure investment includes maintenance, rehabilitation, and construction

Army Corps 11 US ARMY CORPS OF ENGINEERS, GREAT LAKES AND OHIO RIVER DIVISION

February 2011 System Investment Plan/ProgrammaticEnvironmental Impact Statement http://www.lrp.usace.army.mil/pm/ormss/Final%20SIP%20PEIS%20Feb%202011%20.pdf

The primary purpose of the Ohio River Mainstem Systems Study (ORMSS) is to develop the best System Investment Plan (SIP) for maintaining safe, environmentally sustainable, and reliable navigation on the Ohio River over a 60-year period from 2010 to 2070. The study evaluated the operation and maintenance, rehabilitation, and construction reinvestment needs at the 19 navigation lock and dam sites on the Ohio River Mainstem as shown in Figure 1.3 The study presents five individual plans for meeting the system needs based on five different traffic forecast scenarios. Reliable operation of these structures is critical to future commercial navigation throughout the Ohio River basin. In response to stakeholder input, the study purpose was modified to include the identification of measures to improve ecological sustainability to provide a balance between economic and environmental improvements.

Army Corps 11 US ARMY CORPS OF ENGINEERS, GREAT LAKES AND OHIO RIVER DIVISION

February 2011 System Investment Plan/ProgrammaticEnvironmental Impact Statement http://www.lrp.usace.army.mil/pm/ormss/Final%20SIP%20PEIS%20Feb%202011%20.pdf

Abstract: The primary purpose of the Ohio River Mainstem System Study (ORMSS) was to develop the best

System Investment Plan (SIP) for maintaining safe, environmentally sustainable, and reliable navigation on the 981

mile long Ohio River over the period 2010-2070. The SIP is intended to serve as a long term planning tool for

decision makers in the budgeting and asset/infrastructure management process and does not recommend any specific

projects for authorization or construction. This study evaluated system-wide impacts through a Programmatic

Environmental Impact Statement (PEIS). Navigation investment alternatives were formulated based on five possible

scenarios associated with utility coal, air quality compliance policy, and economic growth. Navigation

infrastructure recommendations in the SIP serve to reduce expected maintenance and repair costs and associated

delays to navigation due to lock closures. The SIP includes a mix of investments ranging from reactive maintenance

(replacement of lock components as failure occurs) to advance maintenance (replacement of lock components before

failure) to major rehabilitations (bundling of multiple component replacements into a rehabilitation) to lock

modernization on the upper Ohio River. Recommendations for new lock construction will require justification

through follow-on detailed feasibility study. Identification of measures to improve ecological sustainability was

included as a study purpose to provide a balance between economic and ecological development. Recommendations

for ecosystem sustainability alternatives were formulated from measures identified during facilitated group

discussions that focused on highest priority needs to enhance aquatic and riparian ecosystem sustainability.

Ecosystem related recommendations included measures to improve ecosystem sustainability in collaboration with

other interests. A major focus of the PEIS was the comprehensive Cumulative Effects Assessment (CEA) that

evaluated impacts from past, present, and reasonably foreseeable future actions on ten categories of Valued

Environmental Components. For many of the recommended actions, future site-specific studies will be required

prior to project approval or recommendation for authorization.

Infrastructure investment includes maintenance

AWO 12 The American Waterways Operators 2012 A 21st Century World-Class Waterways Infrastructure

http://www.americanwaterways.com/about\_industry/21infrastructure.pdf

America’s system of safe, cost-efficient inland waterways transportation is the¶ envy of the world. The U.S. Department of Transportation has projected that¶ the demand for waterborne commerce will more than double by the year 2025. Given the diverse and widely shared benefits of a sound waterways infrastructure, the need is clear for the U.S. to continue to invest in proper upgrades and maintenance of the inland locks and dams system. The challenge is acute: More than 44 percent of the inland locks and dams are at¶ least 50 years old, and many are too small to efficiently handle the large,¶ multi-barge tows that transit them daily.

#### Infrastructure investment includes repairs

Holt 10 David Holt, Conexus Indiana July 12, 2010 Political gridlock could cause real gridlock for maritime shipping

http://blog.conexusindiana.com/blog/indiana-infrastructure

Election year maneuvering and the political consequences of facing up to the growing budget deficit are the driving forces behind the lack of a budget from Congress. Unfortunately, simply coasting forward without a comprehensive budget plan could jeopardize strategic infrastructure investments – like new funding to repair Midwestern locks and dams along the Ohio and Mississippi Rivers and the Great Lakes.

Critz 12 Mark Critz, Rep 12th district of PA, press release 6-6-12 Critz and Doyle Advocate for Investment in Waterways Infrastructure...Fixing Trust Fund is necessary to repair and modernize region's locks and dams

http://critz.house.gov/press-release/critz-and-doyle-advocate-investment-waterways-infrastructurefixing-trust-fund

Critz and Doyle Advocate for Investment in Waterways Infrastructure...Fixing Trust Fund is necessary to repair and modernize region's locks and dams

WASHINGTON, D.C. -- Congressman Mark S. Critz (PA-12) joined Congressman Mike Doyle (PA-14) today on the House Floor to engage in a colloquy over the importance of our nation’s inland waterways infrastructure. In particular, the Members urged for the immediate fix of the Inland Waterways Trust Fund, which is necessary to repair and modernize the locks and dams on our river systems.

### T dams are transportation infrastructure

Dams are transportation infrastructure – they make the rivers navigable

(not for flood control)

ACE 12 Army Corps of Engineers, St Paul District 2-8-12 Mississippi Locks and Dams http://www.mvp.usace.army.mil/navigation/default.asp?pageid=145

To achieve a 9-foot channel in the Upper Mississippi River, the construction of a system of navigation locks and dams was authorized in 1930. Dams are built on rivers to hold back water and form deeper navigation "pools." Most pools in the United States are maintained at a constant minimum water depth of 9 feet for safe navigation. Dams allow river vessels to use a series of locks to "step" up or down the river from one water level to another.

The Corps operates the locks and dams on the Mississippi River for navigation, not flood control. The locks and dams create slack-water pools for navigation during periods of low- and moderate-level water. For each pool, there is a primary control point, where a predetermined water elevation must be kept for navigation to continue.

ACE 12 Army Corps of Engineers, Pittsburgh District 7-20-12 Navigation

<http://www.lrp.usace.army.mil/nav/nav.htm>

Navigation structures are necessary to make inland waterways viable, year-round transportation corridors.  Prior to the construction of the locks and dams in the region, some river depths were less than 12 inches at times during the year and would not support commercial or pleasure boat traffic.

The natural river beds are long, uneven downhill slopes with shallow areas and deep pools. Without improvement, the depth of the water in the river would vary with seasonal rainfall and the shallow areas of the river would obstruct navigation in dry periods.

The dams which the Corps has constructed create an “aquatic staircase” in the river and prevent the river from draining in dry weather, so navigation can go on year-round.  Each step on the slope of the riverbed is a pool of water extending miles upstream, maintaining sufficient depth for boats and barges.  The normal flow of the river runs through these pools and the excess flows over the dam into the next pool and on down the river. However, these dams do **not** provide flood protection.